

Weather

Fine and cool weather. The maximum temperature yesterday was 75.0 and the minimum 51.4, the figures for the corresponding day last year being 70.0 and 42.0.

The China Press

報陸大

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庚申年九月十三日

SHANGHAI, SUNDAY OCTOBER 24, 1920

大正四年 第三千八百零四號

20 CENTS

GENERAL STRIKE THREATENED IN ENGLAND

CORK MAYOR IN SERIOUS CONDITION SAY DOCTORS

MacSwiney Delirious After Long Fast In Prison

FAILS MENTALLY

Hunger Striker Is In Serious Plight, Says Report

(Reuters Service)

New York, Oct. 22.—The London correspondent of the Associated Press states that Lord Mayor MacSwiney became delirious at 10 o'clock this morning. The attack lasted until noon when Mr. MacSwiney became quiet but he is not normal mentally.

London, October 22.—Rumors which have been circulated as to a Sinn Féin raid on the Armoury in Dublin have not been substantiated. It appears that they originated in an attack on a policeman who was shot at and wounded.

DUBLIN EXPLOSIONS

London, Oct. 22.—Frequent violent explosions and firing are occurring this morning in various parts of Dublin.

It is reported that the Government armoury has been raided. One report states that the raiders captured a large quantity of arms, ammunition and bombs and that the explosions were caused by the raiders using the captured grenades in a running fight against the police.

London, Oct. 22.—Two policemen were killed and six wounded in an ambush today while traveling in a motor-lorry from Bandon to Cork.

NEW IRELAND FORCE

London, Oct. 22.—It is officially announced that the new forces of constabulary, which will be recruited among the well-disposed in Ireland, will be divided into three classes.

The first class will consist of whole-time men, enlisted for a minimum period of six months; the second class will consist of men undertaking occasional duty and the third class will be called up only in case of emergency and will only serve in the district convenient to themselves.

SMUGGLERS PLOT IS DISCOVERED BY TIENTSIN CUSTOMS

(Reuters Pacific Service)

Tientsin, Oct. 23.—The North China Star states that the Customs having recently received information that an attempt was being made to smuggle drugs into Tientsin from Japan, accordingly detained ten cases described as containing tea on the Nippon Yusen Kaisha steamer Awaji Maru.

The Customs requested the consignment, who are a Japanese firm of Tientsin, to send a representative to examine the cargo, but no reply was received.

The time limit having expired, says the Journal, the Customs yesterday examined the cargo which was found to contain 50,000 taels worth of morphia.

POLES CEASE TO ATTACK RUSSIANS

(Reuters Service)

Warsaw, October 21.—Military operations ceased today on the entire front in accordance with the armistice terms.

London, October 22.—The Lithuanian Charge d'Affaires in London has protested to the League of Nations against the occupation of Vilna, requesting the application of Paragraph 16 of the Covenant of the League of Nations with reference to arbitration by the League.

He added that the Lithuanian Government had evidence that Warsaw was continuously sending instructions to General Zeligowski.

Proposed Incorporation Act For China American Firms Supported In U.S.

Pacific Coast Commercial Organisations Unitedly Behind Bill Originating With American Chamber Here; Mr. A.R. Hager Brings Text Of Measure

Commercial organisations along the Pacific Coast of America are unitedly behind the proposed federal incorporation law, which was promulgated by the Shanghai American Chamber of Commerce and the American Association, with the aim of placing American business concerns in China on an equal footing with other foreign commercial enterprises by relieving them of the burden of paying income tax.

It is due in no small measure to the work done by the delegation of 17 sent by the Shanghai American Chamber of Commerce to the Foreign Trade Convention in San Francisco last May that the big business bodies of cities of the Pacific Coast have accorded their support to the proposed law. The bill has been in the hands of the Committee on Judiciary of the House of Representatives since July 11, 1919, and is to come up for consideration in December. The first copy of the measure was brought to Shanghai recently by Mr. A. R. Hager, who headed the delegation from Shanghai to the foreign trade convention.

LEGISLATORS IMPRESSED

While the party of visiting American legislators was in Shanghai last summer the needs of American business in China and the importance of the proposed law were forcibly presented at a meeting by Mr. Carl Seitz, Mr. Seitz is shortly to leave for the United States and will join forces with Mr. H. H. Arnold, President of the Shanghai American Chamber of Commerce, who is now in America, in working for the passage of the measure.

The bill has had the hearty support of Secretary Alexander, of the Department of Commerce, of its original introduction by Congressman Dyer in July of last year.

It is hoped and believed that the bill will be acted upon immediately upon the opening of Congress, early in December. Every Chamber of Commerce and other business organisation in America that has been approached in this connection has recognized the urgent need of this legislation which will place American business organisations in China on an equal footing with those

of other nationalities. The Chambers of Commerce of the Pacific Coast States are doing everything in their power to give American business men in China their support in development of American trade.

One of the members of the Foreign Trade Committee of the San Francisco Chamber of Commerce, Mr. V. H. Pinckney of the California Packing Company, expressed the idea in a nut-shell when he said, "Give American commerce in China a fifty-fifty chance." That tells just what American business needs and wants, a fair field and no favor.

The following complete text of the measure is printed from a photostat copy brought back by Mr. Hager. It is the first copy that has arrived in China:

TEXT OF THE BILL

H. R. 7504.

IN THE HOUSE OF REPRESENTATIVES

July 11, 1919.

Mr. Dyer introduced the following bill; which was referred to the Committee on the Judiciary and ordered to be printed.

A BILL

To provide for the incorporation of certain companies operating in China.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled.

That a corporation may be formed as provided in this act for the purpose of engaging in and carrying on trade or commerce in goods, wares, or merchandise, or for engaging in any lawful enterprise in China, including for the purpose of this Act, any territory, leased by China to a foreign government, the Crown Colony of Hongkong, and the provinces of Macao.

Sec. 2. That any number of persons, not less than three, a majority of whom shall be citizens of the United States of America, desiring to become incorporated under this Act, shall subscribe and acknowledge articles of incorporation, which must contain: (1) The name of the corporation, which shall end in "U.S.A." (The use of which legend as the part of the name of any firm, corporation, or association).

(Continued on Page 10)

NANTAO THEATER TO HOLD BENEFIT FOR FAMINE AID

Peking And Tientsin Stage Stars Coming Here To Boost Relief Fund

WOMAN'S CLUB TO HELP

Will Hold Tea Dance At Astor House Tuesday To Raise Money

Following the success of the benefit performance at the Kwangse Road Theater Friday night, the Modern Theater of Nantao will give a three-day performance beginning Monday in aid of the Chihli, Honan and Shan-tung Famine Relief Fund.

Among the patrons are General Ho Fung-ling, the local Defense Commissioner; Mr. C. F. Hsu, Commissioner of Foreign Affairs; Admiral K. K. Lang, Commander-in-chief of the Chinese Navy; Tasi-yin Wang Keng-ting of Shanghai Magistrate Kwan Chun, Shen Pao-shang and Nien Chun-hsieh and Police Superintendent Hsu Kuo-liang.

A number of noted professional actors and actresses, have been brought down from Peking and Tientsin especially for the purpose. This is the first time that men and women are to be allowed to participate in the same play in the City of Shanghai.

PLAY NETS \$1,800

The report of the committee on the performance at the Kwangse Road Theater presented at the meeting of the Shanghai Merchant Famine Relief Association at its headquarters, 13 Avenue Edward VII, yesterday, showed that about \$1,000 was realized at the performance, while about \$800 is still to be collected.

The two tablets presented by the girls of the Ming Sung School went to Magistrate Kwan Chun of the Mixed Court and Mr. Sun Mel-tung, who made the largest individual contributions at the performance.

UNIONS TO COLLECT

The meeting decided to collect the subscription pamphlets distributed among the shopkeepers for contributions at once. The various Street Unions will be entrusted with the work of collection. Correspondence read at the meeting indicates that all unions have been organized to conduct the campaign effectively.

Two Subscription boxes will be placed at the doors of the larger shops and amusement places. It is expected that a large sum realized will be received from these boxes.

INVESTIGATOR RETURNS

Mr. Chen Lu-san, who was sent to Chihli together with Mr. Shen Tso-wu, to investigate the famine conditions, returned yesterday. He was prevented from going further because he was indisposed as a result of the climatic difference. He brought back samples of the grass, bark, and millet which are being used by the sufferers for food, and reported that Mr. Shen was planning the digging of a series of wells in Chihli at the time of his departure from Tientsin, the last place of his visit.

WOMAN'S CLUB TEA DANCE AT ASTOR HOUSE TUESDAY

The American Woman's Club will hold a tea dance at the Astor House Tuesday afternoon to raise funds for the famine relief fund. Dancing will start at 4 o'clock. The Astor House has donated the use of its ball room for the occasion and the committee has been hard at work to start operations on January 1.

(Continued on Page 6)

JAPAN EDUCATOR MUST GO TO JAIL FOR SOCIALISM

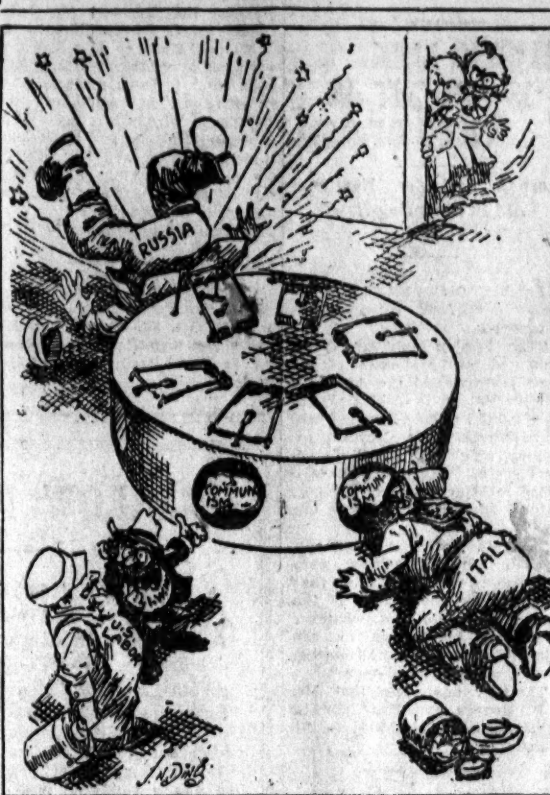
(Reuters Pacific Service)

Tokio, Oct. 23.—The Supreme Court has upheld the Lower Court's sentence of three months imprisonment and a fine of 70 yen on Professor Morita, formerly of the Imperial University for a magazine article, of which he was the author, expounding Kropotkin's socialistic theories.

The article was declared by the Court to be detrimental to the public welfare.

The publisher of the magazine was sentenced to a fine of 20 yen and his periodical was suspended from publication for two months.

There Seems To Be A Catch In It Some Place



Darling in the New York Tribune.

PETITE ENTENTE IS APPROVED BY GREAT BRITAIN

Lloyd George Reaffirms Warm Feeling Between England and France

(Reuters Service)

Paris, Oct. 22.—M. Take Jonescu, representing Rumania, has had a long interview with Mr. Lloyd George, who gave his entire approval to the Petite Entente (comprising Rumania, Greece, Czechoslovakia, Yugoslavia and Poland).

Speaking on the subject of the relations between France and Great Britain, Mr. Lloyd George gave him the assurance that these were closer than ever, and that it was absurd to suppose they could be broken off.

HUNDRED MILLION FOR EXTENSION OF U.S. TRADE

Billion In Debentures To Be Sold In America For Foreign Credits

(Reuters Service)

Washington, October 21.—The American Bankers Association has approved the report of a committee which recommended the organization of a corporation with a capital of \$100,000,000 to provide the means of extending American trade abroad. The plan contemplates the sale in the United States of \$100,000,000 worth of debentures so as to provide foreign credits. It is hoped to start operations on January 1.

Call For Meat And Grain Is Rejected Because Of Shortage

(Reuters Pacific Service)

Vladivostok, Oct. 22.—It is announced from Blagoveshchensk that the Moscow Soviet is demanding from Siberia 100,000,000 pounds of grain and 5,000,000 pounds of meat. Siberia, however, has only sufficient of these commodities for its own requirements.

The powers that be in Verkhne-Udinsk and Blagoveshchensk wish to break up Ataman Semenov's force, whereas Vladivostok and the Zabaikal have passed resolutions to the effect that Ataman Semenov should be persuaded by peaceful means to resign.

The Zabaikal authorities are negotiating with the Partisans with a view to preventing the outbreak of hostilities.

HARDING'S FRANCE STATEMENT BASED ON NEWS STORY

(Reuters Service)

Paris, Oct. 21.—Some light is thrown on the recent controversy in America with regard to Senator Warren Harding's statement that he had been approached by "a representative of France" in connection with the League of Nations, by the Liberte which states that its correspondent recently questioned Senator Harding on the subject.

The Liberte declares that no official representative of France has approached Senator Harding, and emphasizes that the correspondent was only carrying out his professional duties.

Unconditional Wage Increase Demanded In Miners' Ultimatum

Trade Union Congress Believed To Have Authorized Threat Of Walk-out In All Branches Of Industry

(Reuters Service)

London, Oct. 22 (4 a.m.)—It is understood that in spite of the threats of the railwaymen and transportworkers to strike, informal conversations between Ministerialists and miners with a view to finding a basis for a settlement of the coal-strike are continuing.

The gravity of the situation is evidenced by the fact that the statement of Mr. Robert Williams, Secretary of the Transport Workers' Federation, that "Unless something tangible happened between the Government and the Miners' Federation within 24 hours, issue would have been joined between the whole of the working classes and those who supported the Government," not only committed the transportworkers, but was virtually a threat of a national strike in all industries.

It is pointed out in this connection that the Trade Union Congress, which sat yesterday, must have authorized such a threat, which is regarded as the most serious ultimatum to the Government.

Meanwhile, the road transportworkers' threatened national strike has been declared off, the Federation dropping its National Minimum Wage demand. Their claims for an increase will be now made locally by individual Unions.

Mr. Frank Hodges, Secretary of the Miners' Federation, has issued a statement announcing that the miners' conditions of peace are:

- 1.—That the Government must accept the miners' assurance that they are anxious for an increased output.
- 2.—That the two-shilling wage demand must be conceded unconditionally.
- 3.—That committees shall be established to deal with the question of output.

Mr. Hodges pointed out that the miners were prepared to do their part in securing a larger output, provided that they were enabled jointly with the owners to exercise some control over the causes of low output and to check, for technical and other reasons, the causes of inefficiency.

THREATEN STRIKE

London, October 21.—Mr. J. H. Thomas, M.P., has stated that the National Union of railwaymen, of which he is secretary, has decided to strike at midnight on Sunday unless negotiations between the Government and the miners are opened before Saturday.

London, October 21, 3 a.m.—While the Labor leaders are continuing to search for means of bringing the Government and miners together in negotiation, no tangible progress towards a settlement was made yesterday. The discussions centred around the proposals of Mr. Bruce.

The South Wales miners will be called upon tomorrow to decide whether all workmen shall be withdrawn from the pits, failing a settlement at the end of the month.

A remarkable proposal will be discussed as to whether the miners should co-operate with the railwaymen and transportworkers with a view to taking over and running certain mines during strike.

MINIMUM WAGE

Meanwhile the road transportworkers, who have got their own dispute as regards a minimum wage, have not come to any decision, and a split manifested itself at yesterday's conference as regards the question of striking. The Ministry of Labor has intervened, and there are hopes that a strike may be averted.

London, October 21, 3 p.m.—Although London has not yet felt the effects of the coal strike to any extent, the paralysis which is gradually creeping over industry is startlingly illustrated in Lancashire and Cheshire, where returns show an increase of unemployment at the rate of about 3,000 a day, and where a donation benefit yesterday was paid to nearly 80,000 people.

Many steamers are idle for want of cargoes, and the sea-faring community is already suffering great hardship.

Between 50,000 and 100,000 transport workers are compulsorily idle throughout the country, whilst the railway services are being gradually cut down.

CONTRACTS ARE SIGNED

There are 20,000 unemployed at Cardiff and Swansea, where numbers of workers in the tinplate factories have signed contracts to go to Canada, as they are "fed up" with the strikes and uncertainties of Welsh industry.

At the close of today's conference of the transportworkers' union, the secretary, Mr. Robert Williams, made the statement that unless something tangible happened between the Government and the Miners' Federation within 24 hours, issue would have been joined between the whole of the working classes and those who support the Government.

London, October 21, midnight.—Before the adjournment of the House of Commons tonight, Mr. Lloyd George made an important statement as regards the strike position. He said that informal discussions with friends of the miners had been taking place during the

Five Lives Are Lost In Japan Landslide

(Reuters Pacific Service)

Tokio, Oct. 23.—Five persons were killed in a house which was wrecked by a landslide at Yokosuka, near Yokohama.

The heavy rains have flooded the low-lying parts of Tokyo. Much damage by floods is reported from the interior.

The Mail Box

MAILS for America-Europe, Str. Montevideo, Oct. 30.
FOR Europe and way ports, Str. Porthos, Nov. 7.
FROM America and Europe, Str. Nile, October 27.
FROM Europe and way ports, Str. Nellore, October 27.

NOTICE
OF
CHANGE OF NAME

The Shanghai Garage Co., Ltd.

NOTICE is hereby given that official sanction has been obtained
to change the name of the above-named Company to

CHINA MOTORS, LTD.

by which name it will continue to carry on business at the Star
Garage and Eastern Garage, Shanghai.

(Sgd.) **J. E. INCH,**
Managing Director.

Shanghai, October 22nd, 1920.



LIGGETT & MYERS TOBACCO FIRM ENTERING CHINA

American Company Is Opening
Offices Here And In
Hongkong Soon

The Liggett and Myers Tobacco Company, held to be the largest tobacco manufacturing concern in the world, is to be the first American tobacco company to enter the commercial field in China, and in the immediate future offices of the company are to be opened in Shanghai and in Hongkong. Within the past week a dozen representatives of the company have arrived in Shanghai and a number of others are to follow on ships to arrive shortly.

Announcement of the forthcoming enterprise of the Liggett and Myers Company follows a survey of the field in the Far East that has been made in the past four months by Mr. George Whittaker, a director of the company. Mr. Whittaker said yesterday that the enterprise in China is not to be carried out by independent subsidiary company but offices in Shanghai and in Hongkong will be branches of the American company.

Considerable stocks of goods are to be received and will be kept available for needs of the trade and it is understood that plans for manufacturing tobacco products in China are being considered and probably will be carried out in the near future. The company has been established for some time in the Philippines and at present is opening a factory there.

The Shanghai office of the company that is now being fitted up at No. 5 Siking Road is to be in charge of Mr. J. W. Andrews of New York and Mr. G. C. Wimer is to be sales manager for North China.

The Hongkong office of the company is to be conducted by Mr. R. S. Rogers.

The Liggett and Myers Tobacco Company operates some 17 of the largest tobacco factories in the United States, representing an investment of upwards \$175,000,000. It has no direct retail connections and it is understood that the policy the company as followed in the United States is to be adhered to in China.

American Woman's Club

The members and guests of the Literary Department of the American Woman's Club were given a rare treat by Mr. Charles Kline in his reading of the Chinese legend "The Cowherd and the Weaving Girl." The story, translated by Mr. Kline from the Chinese, tells of the simple life of the young cowherd destined by the gods for immortality; of his journey to the Heavenly River, or Milky Way; his marriage with the fairy Weaving girl, which angers the gods; of his punishment and final reward.

Mr. Kline prefaced his reading of the tale by a few remarks on the fatalistic attitude of the Chinese and at the end of the story told of the connection between the legend and science by giving the names of the stars in the Milky Way supposed to represent the young cowherd and his bride the weaving girl. An expression of appreciation was given Mr. Kline for the reading of the charming story.

The next meeting of the department will take place on Friday, November 22, at the Royal Asiatic Society's Hall, Museum Road. Mr. Adamson will show pictures of the Imperial Palaces of Peking.

The members of the program committee of this department will meet Wednesday, October 27 at 5 o'clock at the home of Mrs. Wilbur, 124 Dixwell Road.

SOCIAL MEETING
The Social Department of the American Woman's Club will meet in one of the drawing rooms of the Astor House Hotel tomorrow morning at 10:30 o'clock, and the hope is expressed that a representative number of members will attend. Announcement is made that, owing to the shortness of time, post-card notices of this meeting will not be distributed.

GARDEN PARTY POSTPONED
There will be a meeting of the Mothers' Department of the American Woman's Club on November 2 at 10:30 a.m. at the Carlton Cafe when Mrs. F. W. Rawlinson will read a paper on "A Child's Questions." The garden party announced by the department for October 27 has been postponed until further notice.

MUTT & JEFF



The Little Fellow Makes His First Campaign Speech

By Bud Fisher

News Brevities

Dr. W. M. Hayes, of the Presbyterian Mission, Tsinan, will lead the regular missionary prayer meeting tomorrow, at 5:15 at Union Church Hall.

The annual meeting of the American Woman's College Club will be held on Tuesday next, at the home of Mrs. H. Eugene Davis, on Westgate Avenue, near St. Chaplain's Bridge. Tea will be served at four o'clock, following which the meeting will be held and officers elected to serve for the next year.

The Country Club will hold a cabaret dance Tuesday night at 10 o'clock.

The Union Church Literary and Social Guild will present a musical program on Wednesday night at 9 o'clock at the Church Hall.

The annual general meeting of the American Club will take place Wednesday evening at 6 o'clock.

The annual general meeting of St. Andrew's Society will be held in the Town Hall on Thursday night at 9:15 o'clock.

Shareholders of the See Kee Rubber Estates (1918), Ltd., will hold their annual general meeting on Friday afternoon at 4:30 o'clock.

The Shanghai Municipal police will hold a smoking concert at the Municipal Service Club Saturday night at 9 o'clock.

Officers and members of the Canadian Association of China will attend a social gathering to the home of Dr. D. MacGillivray, 3 Darroch Road, on Friday night at 8 o'clock.

The S. V. C. annual ride meeting will take place this morning at 7 o'clock at the Rifle Range.

Creditors of the London China Steamship Co., Ltd., will meet on Monday afternoon at 4 o'clock. Another meeting will be held on Tuesday at the same hour.

Members of the Marine Engineers' Guild will hold a special meeting at the guild's offices on Monday afternoon at 5 o'clock.

The Quest Society will meet at the Royal Asiatic Society tomorrow afternoon at 5:30 o'clock. Dr. Herbert Chatley, Acting Engineer-in-Chief of the Whangpoo Con-

Dr. Ross' Life Pills
Contain No Minerals

YOUR doctor will tell you that calomel and harsh drugs have their place, but should only be taken when ordered by a physician.

He will also tell you that every one should take some good laxative frequently.

Dr. Ross' Life Pills are a standard family remedy—a tonic laxative. They contain only vegetable ingredients and the formula is on every bottle. Agreeable and effective. Their regular use will keep you in good condition of health.

For sale at all druggists.
THE SYDNEY ROSS CO.
New York, U. S. A.

he clerk accused of accepting bribes from Chinese chauffeurs, Mr. Kinipple, Chief of the Traffic department, gave evidence of the defendant's previous good record and stated that he had never been in a position in the traffic office which would enable him to grant or withhold licenses. Mr. W. S. Fleming appeared for the defendant and Mr. Faithfull for the prosecution.

Mr. Tsai Yuen-pel, Chancellor of the Peking Government University, will arrive in Shanghai today. He is leaving here for Lyons, France, shortly and will make a study of the administration of the French educational institution. Before going to Lyons, Mr. Tsai will visit the Dutch Indies with the view of raising funds among the overseas Chinese to establish a library at the Peking university.

A grand ball will be given at the Astor House next Thursday evening in aid of the Shanghai Hebrew Relief Fund. Admission will be \$3, including supper.

Officers of the Alumni Association of the Public School for Chinese, Hsien Road, will meet this afternoon at 2 o'clock at the school.

Gathering Sees Exhibition Of Cathedral School Boys

Some four score youngsters of brought forth the praise of those who attended.

The Cathedral school yesterday afternoon gave an exhibition—characteristic of the institution—a 'Work and Play Demonstration', so-called, that gave no small measure of pleasure to an interested gathering in the school quadrangle. Mr. E. P. Graham Barrow, Headmaster of the School, arranged and directed the affair.

The boys of the school first gave a series of physical exercises after marching into the area of lawn between the seated lines of spectators. These exhibitions, given by four classes made of tots of seven years of age an up, evoked rounds of applause, and at their conclusion a series of contests between teams held the interest of the gathering.

There were a number of races of various kinds, contests with the medicine ball and particularly two tug-of-war competitions filled with vim and effort.

Preceding the open air exhibition a display of the work of the pupils of the school was examined and

MOORE'S HOT BLAST STOVES



have given years of satisfactory service to China users. One very important feature is that hard or soft coal, coke or wood can be used. Stoves are fed from the top; no hot coals or ashes to dirty the floor.

Write to nearest office for catalogue and prices.

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AU PETIT LOUVRE

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The Latest In

EVENING GOWNS
AFTERNOON GOWNS

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MOLESKIN &

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ANGORA

SPORTS COATS

ANGORA SCARVES

and the

VERY LATEST

MODELS

IN

HATS

AU PETIT LOUVRE

Some reasons why you should use

MILKMAID STERILIZED MILK:—

1. Because it is absolutely sterile, that is to say, free from pathogenic germs.
2. Because it is safer than fresh milk and yet lower in price.
3. Because it cannot turn sour while the can is unopened.
4. Because it is ready always at any time in any weather anywhere.
5. Because it is splendid drinking in any weather.



SOLD AT ALL STORES IN TOWN

STERILISED MILKMAID MILK

O.V.B.

LOGANBERRY JUICE.
Mix it with an equal parts
of Whisky and add Tansan.
"One of the best drinks going!"
Gards. Price Co. Agents

LEATHER SUBSTITUTES & RUBBER COATED FABRICS



ESTABLISHED 1802

CAPITAL \$240,000,000 GOLD

DU PONT PRODUCTS ARE MADE "FROM THE GROUND UP" BY THE DU PONT COMPANY IN ITS OWN PLANTS

*T*HERE is no other industrial organization quite like that of E. I. du Pont de Nemours & Company, Inc. Its sixty-six large factories are working continuously turning out Du Pont Quality Products. One of these plants covers an area of twenty-one hundred acres.



REG. U. S. PAT. OFF.

FABRIKOID is a superior leather substitute, twice as strong and much more serviceable than most of the leather sold today. It is far cheaper than leather, and there is practically no waste in using it. **FABRIKOID** is tough and durable, uniform in thickness, texture and strength. It is waterproof and mildew-proof; insects will not attack it; grease or dirt cannot penetrate its surface, and when soiled, it can be easily cleaned with a damp cloth. **FABRIKOID** is manufactured in weights varying from the thinnest sheetings to the tough and heavy qualities. It is made in nearly one hundred colors and shades and in a great variety of grains and finishes, and is adapted to almost every purpose and use that leather is.

MOTOR QUALITY FABRIKOID for Upholstering Automobiles and Rickshas.

This quality is as handsome, luxurious and pleasing to sight and touch as is the finest leather. It is far stronger than split leather and more dependable in every way.

CRAFTSMAN QUALITY FABRIKOID for Furniture.

This is the best material ever made for covering furniture and for general interior use. It gives full service and complete satisfaction everywhere. Made on a superstrong base with a fleecy back to make it thicker and softer.

It is much more serviceable than leather, since it will not absorb moisture, perspiration, grease or stains, and is not affected by dampness. It is easily stitched by hand or machine.

BOOK FINISH FABRIKOID

Waterproof and washable—no deterioration from hot and humid climates. Can be stamped in gold or silver leaf and pasted or glued by ordinary methods without special sizing. Saves labor and waste, as the **FABRIKOID** comes in rolls of uniform length and width.

RAYNTITE for Tops and Side Curtains,—Motor Cars, Rickshas, etc.

Comes in both single and double texture, superstrong and doubly waterproof. Does not blister under the sun's rays or lose its flexibility with the change of temperature or humidity of the atmosphere. Does not crack in winter.

FABRIKOID FOR TRAVELERS' LUGGAGE

CRAFTSMAN BAG SPECIAL QUALITY has largely displaced split leather in the manufacture of traveling bags, suit cases and trunks on account of its superior wearing qualities and lower cost. It can be depended on to give honest service and full value.

FABRIKOID FOR HATS AND CAPS.

FABRIKOID is especially well suited to the manufacture of Hats and Caps for Chauffeurs, for police, tramway and fire departments, military and fraternal organizations. It comes in various grades that are light weight, waterproof and not affected by any sort of weather.

FABRIKOID for Hat Sweats has no equal—perspiration has no effect on it. It remains permanently clean and dry while leather hat sweats stain and rot. It is admirably adapted for use in light colored hats as no perspiration can soak through and discolor.

FABRIKOID FOR RAILROADS.

Railroads use **MOTOR AND CRAFTSMAN QUALITIES** for upholstering the seats in smoking, dining and electric cars. We make a special heavy double-texture **FABRIKOID** for car and vestibule curtains.

MISCELLANEOUS USES FOR FABRIKOID.

The following are some of the many articles largely made from the sheeting grades or a combination of sheeting and heavy grades of **FABRIKOID**:

Aprons	Toilet Article Cases	Cutlery Cases	Gun Cases
Caps	Cushion Covers	Music Rolls	Wall Panels
Purses	Instrument Cases	Sewing Bags	Purses
Bill Books	Casket Lining	Vanity Cases	Screens
Golf Bags	Hand Bags	Jewel Boxes	Overcoat Linings
Humidors	Card Cases	Photo Boxes	Fancy Shoes
Hat Boxes	School Bags	Hoods	Show Window Upholstery
Children's Bibs	Tennis Bags	Cameras	
Writing Sets	Blanket Linings	Tie Cases	

DUPONT RUBBER COATED FABRICS

These **RUBBER FABRICS** are built on various weights and weaves of cotton cloth carefully selected for their quality and tensile strength. The rubber coating is applied in such a manner as to secure a firm and strong anchorage. Built to secure the requisite degree of elasticity, toughness and weather resistance. Comes in single and double texture grades. In the double-texture grades two layers of fabric are cemented together with waterproof cement.

DUPONT RUBBER TOP MATERIALS * (For Automobiles, Carriages, Rickshas and Boats).

PONTOP is the highest quality top material ever produced with a rubber surface. It gives absolute protection and wears perfectly.

LUXAR is our second grade rubber top material and is better than a great many first grade rubber top materials now on the market. It will satisfy the most critical user.

RUBBER CURTAIN MATERIAL. We furnish a very high grade single and double texture to match both **PONTOP** and **LUXAR**. These materials come in all standard grades and finishes.

RUBBER CLOTH AND SHEETING. Made in various weights, widths and finishes with white, black, and drab back. The different grades of rubber cloth are used for making a great number of articles when a flexible waterproof fabric is necessary.

Copies of booklets describing the above-mentioned uses of **FABRIKOID** and **RUBBER COATED FABRICS** will be gladly sent on application.

The experience of more than 100 years in overseas trade, dealing with international merchants and commercial enterprises as well as in catering to the needs of the United States Government and many other governments, insures our clients an efficient service in the filling and shipment of their orders and a broad policy of intelligent cooperation. Our factories are large and shipments are made without delay.

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(FABRIKOID and RUBBER COATED FABRICS for KIANGSU-ANHWEI-CHEKIANG)

NANTAO THEATER TO HOLD BENEFIT FOR FAMINE AID

(Continued from Page 1)

The following will act as hostesses: Mrs. C. S. Lobinger, Mrs. M. F. Perkins, Mrs. W. H. Lunt, Mrs. J. B. Fearn, Mrs. R. J. Clapp, Mrs. F. R. Sites, Mrs. W. L. Merriman, Mrs. J. A. Ely, Mrs. J. H. Dollar, Mrs. Wm. Morris, Mrs. Atkinson, Mrs. T. E. Doreanes, Mrs. J. Macdonald, Mrs. C. P. Holcouth.

The following committees will be in charge: Refreshment Committee—Chairman, Mrs. J. T. Hammond; Mrs. H. B. Lane, Mrs. K. Corkery, Mrs. E. B. Gregory, Mrs. N. G. Harris, Mrs. J. Macdonald, Mrs. C. Wentworth, Mrs. J. Pettit, Mrs. Kurt.

Floor Committee—Chairman, Mrs. T. W. Stedman, Mrs. R. B. Nichols, Mrs. R. T. Bryan, Jr., Mrs. E. C. Stocker, Mrs. Edwards, Mrs. A. G. Leehr.

Committee on Hall and music—Mrs. R. B. Nichols. Publicity—Mrs. R. I. Clapp.

GRUESOME SIGHTS SEEN IN PROVINCE OF HONAN

A graphic pen picture of the terrible suffering brought about in North Honan by the famine was received here yesterday. It points out the desperate need of funds if relief is to be given the starving millions. The article was written by a missionary connected with the Canadian Presbyterian Mission and follows in full:

My husband and I have just returned from meeting in conference with the missionaries of the North Honan Mission. The facts we have heard regarding the Great Famine, said to be the greatest in the memory of living Chinese, simply appals one.

We cannot but believe, in spite of the incessant and great calls for help made these last few years, that this cry which is the life and death cry of forty millions of the human race, will reach and touch the hearts of multitudes the world over.

The following are the facts as concisely as I am able to give them.

The famine area is about forty thousand square miles. When in the spring and early summer the early rains failed the people kept hoping against hope for the latter rains of July. But these, too, completely failed. The people became panic-stricken and well they might. Whole regions became a desert—not a blade of grass or sign of living green. Farmers of property who had grain to spare were forced by starving neighbors to give out the grain, till now even the formerly wealthy landowners are facing starvation with their poorer neighbors. Large numbers began trekking westward over mountainous roads towards Shanxi hearing of good crops in the western part of that province. The first ones safely passed the mountain barriers but when famine conditions began to be felt in Eastern Shanxi orders were given for soldiers to hold the passes and drive the Honan refugees back. The starving people were not allowed in the villages nor were they ever permitted to sleep in the wayside temples. Many lost heart and died by the roadside.

One of our missionaries went to the Mission gate after supper one evening and before dark had counted over five hundred refugees fleeing westward.

IMMEDIATE RELIEF URGED

We were told of girls being tied to trees by their parents to keep them from following, and left to starve. Of children being thrown into the river, or husbands poisoning their wives and children to spare them suffering. Many of the awful details cannot be given, only sufficient to make us realize a little what a grim, relentless, awful thing famine is. Even the crows and jackdaws have left some regions. It is estimated that at least 40,000 Christians are among the famine sufferers.

The Canadian Presbyterian Mission of North Honan is practically in the center of the famine region. Among the brief notes taken from the address of one of our missionaries were the following: "The situation is appalling." "A super human, stupendous task lies before us." "Something must be done immediately to save the lives of our Christians and others." "It means for the time being the break up of the Church." "Absolute starvation practically everywhere." "Only a remnant of Christians left."

Much time was spent in discussing ways and means of relieving the terrible situation. Among them were the following: 1. Special schools to be opened for young people. 2. Orphanages. 3. Supplying seed wheat. 4. Aid for boys and girls now in school, and for new pupils. 5. Assistance for Evangelists. 6. Road building.

HUGE AMOUNT NECESSARY

The chief point urged, however, was the desperate need for funds at once to relieve those who would otherwise die, and to buy seed wheat—for the time for sowing will soon be past. If the grain is not sown a harvest can not be reaped next June; but even sown now and

reaped then it means nine months of feeding forty millions. The minimum amount one can allow per head to keep body and soul together is one dollar a month. It means therefore that hundreds of millions of dollars must come in from outside sources during the next few months or multitudes must perish. Imagine the task of feeding or relieving a population as great as Canada's multiplied by four!

The Chinese are coming forward with large sums. Committees are being formed on which Chinese and foreigners will work together. The area is so great, the people so scattered, the situation so desperate that the task of famine relief will be most difficult and dangerous. Hundreds of missionaries, converts, government officials and others will be in imminent peril carrying on the relief work this winter; for death lurks everywhere with famine fever, and typhus is always met in the wake of famine.

King's Condition Remains Unchanged

(Reuter's Service)
Paris, Oct. 22.—According to a bulletin issued on Thursday evening, the condition of the King of Greece appeared to be stationary.

London, October 21.—A telegram from Athens reports that Professor Vidal, who journeyed specially from Paris to attend King Alexander, has left there after a pathetic scene in the royal chamber, where his Majesty decorated the Professor, who also received a fee of £12,000 from the Government.

Meanwhile Dr. Debiat, an eminent surgeon, is racing across the Continent from Paris by special train, and hopes to arrive in Athens on Friday evening. Arrangements have been made to clear the lines for a non-stop run to Rome, whence another special train will carry the surgeon to Taranto. Here a Greek destroyer is waiting with steam up to cross the Adriatic to Athens.

Wedding

STAUFFER-HALL

The marriage of Rev. Milton Theobald Stauffer, Survey Secretary of the China Continuation Committee, and Miss Marjorie Williams Hall, of Worcester, Massachusetts, a member of the nursing staff at Margaret Williamson Hospital, West Gate, was solemnized last night at the Union Church by Reverend Dr. C. Y. Cheng of the London Mission Church, Peking.

Mr. E. C. Heinsohn acted as best man and the bridesmaid was Miss Elizabeth Hall. The bride was given away by her brother, Mr. Raymond Stearns Hall.

The church was attractively decorated with bamboo and greenery, white and yellow dahlias and cosmos being used in the effective scheme.

Following the ceremony a reception, attended by over 100 friends, was held at 6 Darroch Road, and Mr. and Mrs. Stauffer left for a honeymoon trip to Kuling after the reception.

Shanghai Lad Wins Honor's At Chicago

Carlos A. da Costa Leads Other Students In La Salle University Examination

The Portuguese community is to be congratulated on the very successful examination passed by one of its members, Mr. Carlos Augusto da Costa.

Mr. da Costa is a student of the La Salle University of Chicago, and is taking up a course of Higher Accountancy.

In the 15th Examination of the Course, 283 pupils took part, and Mr. Costa came out first with full honors, having obtained the maximum of 100 points. He is the recipient of a gold button and a letter of congratulation from the head of the university.

Mr. la Costa is a Shanghai boy, and is connected with the China Mutual Life Insurance Co. of this city.

The Rotters

"The Rotters" were splendidly represented last night at the Lyceum Theater by the players of the Bandman Company. A full house left little doubt in the minds of any of us. The play was liked tremendously. There was not a line or a situation that did not receive spontaneous applause from everyone present. The delightful little comedy will be repeated on Monday night, and if you have not seen it, then take advice and enjoy a good laugh and a series of the character studies.

Miss Beryl Barraclough has received any amount of pats on her back—figuratively speaking of course. Last night she came out in an entirely new role. Instead of portraying a charming girl, she appeared as an elderly lady, and she, too, had been a bit of a nice rotter in her time, and both in make-up and in character she was excellent. But I bet she comes from Yorkshire. The comedy demands dialect, and

of all the players it was Miss Beryl Barraclough who always showed by her speech that she did not live very far from Sheffield. Congratulations upon a fine piece of work.

Carl Lawson, in the part of "Charles Berry," had a study which gave him opportunities that just suited his talents. He has a way about him that always pleases, and in every part he has played he has always been effective. His "Charles Berry" was by no means the least convincing in his gallery of portrayals.

"Estelle Clugston" was quite the most fascinating little rotter of the whole bunch. The part was in the hand of Miss Niqua Lewis, and right well did she do all that was asked of her. Very nice.

Miss Violet Blyth Pratt made the most of the somewhat colorless part "Winnie Clugston." Excellent character work was

supplied by Miss Enid Burton as "Phoebe." The same criticism can be handed out to Oliver Twiss, who made a great deal of the small sketch "Wick."

Norman Thompson had to play the biggest part in which we have seen him up to the present. He essayed "John Clugston." It wants a good deal of playing and if it is to carry conviction it needs the handling of an experienced actor. Mr. Thompson did very

well, and his labors call for sincere praise. He was not quite effective in act three, but with a little more strength, he might make "Clugston" one of the big things of the Bandman's repertoire. Clive Woods, and Miss Lilian Stanbridge, supplied super parts in keeping with the rest of the casts work.

Monday Night: The Rotters. A very funny show.

Domino.

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we will give you highest quality and correct styles.

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ANOTHER IMPORTANT LETTER

Winter Palace, Oct. 15, 1920.

Dear Mesdames:—

We have forwarded to you this date, by express, a complete line of samples of this season's styles. To simplify selection for you, we have classified the samples as follows:

FOR THE BOYS: Collar Boxes, Desk Ornaments, Neckties and Necktie Holders, Ash Trays and Cocktail Trays, Ivory Paper Cutters, Chit Pads, Telephone Pads, Cigar Cases, Cigarette and Cigar Boxes, Smoking Sets and Tables, and even possibilities in Lamp Shades, Pillows and Table Runners for the bachelors.

FOR THE GIRLS: Bags—Sewing, Shopping, Drawing and Vanity: Boxes—Glove, Handkerchief, Hairpin, Powder, yes, and even Sweetmeat Boxes too! Teapots, Vases, Lamps and Lamp Shades.



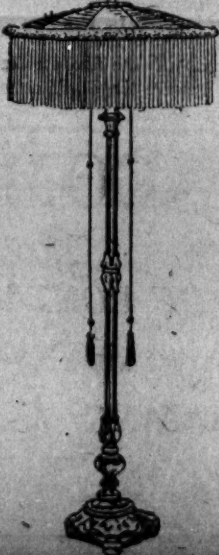
We have strained a point as to quality and quantity for you, and shall continue shipments until otherwise notified.

Faithfully,
St. NICHOLAS & Co.

The wares are now in our godown, P. 573 Nanking Road, for your personal inspection.

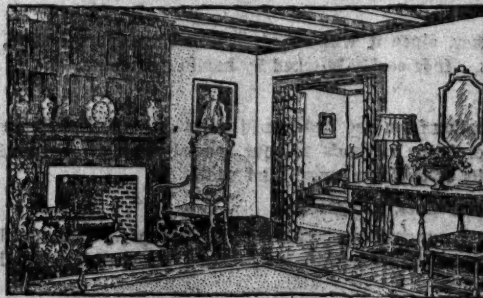
Cordially

YE GIFT SHOP.



Timely Suggestions

On Interior Decoration—



It's Well To Have Your Floors Varnished With

SHERWIN-WILLIAMS MAR-NOT

Because during the coming winter, there will be chances of water, heat, or steam affecting it.

You can't always cover up a damaged place with a rug or article of furniture, and it's best to use a varnish that is water-proof, heat-proof and steam-proof.

Brighten Up Your Home With SHERWIN-WILLIAMS FLOOR-LAC

The All Round Varnish Stain Are there worn places on your Woodwork? and scratches on your furniture? Brighten them up with Floor-Lac and recover the brightness of your home.

By using Floor-Lac you can have any of the popular wood finishes, light or dark oak, cherry, mahogany, walnut, etc. Floor-Lac produces a bright surface that stands the wear for a long time.

Will the heat from a grate fire or radiator blister your furniture and woodwork?

If you had that trouble last winter, avoid it this winter by varnishing them with

SHERWIN-WILLIAMS SCAR-NOT

Good for furniture, doors, window trims, and all interior woodwork. Heat will not blister it; scalding water will not affect it. The surface can be cleaned with a damp cloth.

Dries hard in 48 hours with no disagreeable odor.

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A REAL OPPORTU-
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Friends and Patrons! We
salute you, and thank you
for your custom on this our
3rd ANNIVERSARY
and hope for its continua-
tion in the future.



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THE SINCERE CO., LTD.

NANKING ROAD

Lawyers In Wordy Clash Over Mixed Court Action

A wordy clash between counsel followed proceedings in the Mixed Court yesterday when a case against three Chinese police assistants came up for hearing before the Italian Assessor Mr. Ferrajolo, and Mr. W. S. Fleming, attorney for the defense, and Mr. R. C. Faithfull, Police Advocate, turned the guns of their wrath against Dr. J. O. Fischer, counsel for the plaintiff, claiming extreme irregularity in the way the case had been brought to trial.

The charge against the three assistants is brought by one Shen Poh-pian and alleges felonious seizure of complainants property—the property not specified, but supposedly opium—to the value of \$1,125 and the also fraudulent obtaining of a sum of \$300. The matter was first brought up before American Assessor Jacobs last Thursday, when Mr. Fleming registered an objection.

SAYS CASE IS STRANGE

"We understand that the warrant has been endorsed to appear before the Italian Assessor," he said. "It seems to me a very strange thing that practically every case in which Dr. Fischer appears and claims Italian interests should come up before the Italian Assessor. This thing is getting to be a public scandal in this Court and we cannot agree to the case going before the Italian Assessor until we get further particulars."

It was pointed out by the Assessor and Magistrate Tsang that the warrant read that the case was to be taken before the Italian Assessor and must therefore be remanded for that Assessor. Mr. Fleming asked bail in the amount of \$50 each stating that his clients denied the charge in full and that the case appeared very much to have been "cooked up." The men were remanded and bail of \$300 shop security was allowed.

RESUMES ATTACK

Mr. Faithfull resumed the attack when the case was called this morning. He stated that he was instructed by the Commissioner of Police to protest against the irregularity in the matter, the warrant in the first place having the complaint signed by Mr. Musso, who is not in Shanghai. Further, the warrant was not applied for until 14 days after the alleged offense. Then, the warrant was not made returnable for five days—until the Italian Assessor should be sitting, which was highly irregular. Dr. Fischer having given

up his own nationality for Italian protection was no reason why he should have his cases heard by the Italian Assessor. The Assessor had stated that had he known of the irregularity of the warrant he would not have had the men arrested, and they could not, therefore, be considered actually under arrest. Mr. Faithfull also took exception to Dr. Fischer's having addressed a letter to the officer in charge of Wayside Station asking a charge in the name of the first accused.

DR. FISCHER IN DENIAL

Dr. Fischer denied sending the warrant to the Italian authorities and declared it malicious to say he had tried to get his cases before the Italian Assessor, charging Mr. Fleming with instigating the accusation.

Mr. Faithfull then called Inspector Wheeler, of the Mixed Court, who stated that the application for the warrant was received on Monday from the Italian Consulate and was endorsed by the Italian Assessor, to be brought before the Italian Assessor for trial.

"I want to say that I endorse everything Mr. Faithfull has said and to enter my protest with his," said Mr. Fleming. "To say that I instigated Mr. Faithfull in his remarks is downright falsehood and an insult both to myself and to Mr. Faithfull, who occupies the responsible position of adviser to the Municipal police and who needs no one to instigate him. So far as the other remarks are concerned, I treat them with contempt, emanating as they do from a man who changed his nationality overnight. If the court cannot see fit to dismiss the case then I ask for it to be remanded for the Assessor who sat at the time accused first came up."

There was some further repartee and Mr. Faithfull stated that the accused were men who have long been assisting the police in opium prosecutions and that what was charged had been done while seeking information in this work. Dr. Fischer opposed the allowance of bail and Mr. Fleming declared that there was something "fishy" about this, pointing out that the charge did not state what the property alleged to have been taken was. The Assessor stated that both accused and complainant would be allowed bail in \$300, shop security, each, and the case was remanded for hearing before the American Assessor.

Directing British Police And Military Force In Ireland



Sir Neville MacCreedy

A new photograph of General Sir Neville MacCreedy, who, as Chief of the police and British military forces in Ireland, is facing probably the most difficult task known to history.

ADMIRAL HIROSE DEAD

(Reuter's Pacific Service).

Tokio, Oct. 22.—The death is announced of Rear-Admiral Katsumi Hirose, elder brother of the famous Takeo Hirose of Port Arthur fame.

Russian Chamber Names Committee

The following have been elected to serve on the committee of the Russian Chamber of Commerce for the year:

Chairman—Mr. A. A. Balakshin, 70 Szechuen Road; vice-chairman, Mr. S. S. Helman, 19a Canton Road; Mr. W. G. Goddard, 1 The Bund; Mr. A. W. Drachenfels, 19a Canton Road; Mr. B. A. Topas, 6 Kiukiang Road.

Passengers Arrived

Per C.M. s.s. Kiangteen from Ningpo: Mr. Barnett.

Per I.C. s.s. Kutwo from Hankow: Mr. and Mrs. Parbury and child, Mrs. R. R. Service and child, Messrs. G. G. Helde, Basil, from Klukiang; Miss Thacker.

Per C.P.O.S. s.s. Empress of Russia from Vancouver: Messrs. F. Alvarez, Da. C. Chuan, R. F. Daniel, Mr. and Mrs. P. and Miss F. Fernandez, Mr. and Mrs. H. Y. George, Messrs. E. Garcia, B. Heckman, I. Holson, Mr. and Mrs. C. G. Majus, Mr. and Mrs. J. Y. Asquith, Mstrs. R. and E. Asquith, Mrs. F. Ceres, Capt. and Mrs. W. E. Clark, Miss E. Gibbon, Miss G. L. Mack, Mr. and Mrs. R. B. Mauchan, Mrs. J. F. MacGregor, Mstrs. MacGregor (2), Mrs. N. Ritchie, Miss A. Steer, Mr. and Mrs. S. A. Seth, Mr. and Mrs. R. M. N. de Silva, Mr. and Mrs. L. and Mstr. Yates, Mr. and Mrs. J. L. Fan and infant, Messrs. C. F. Fan, J. W. Robinson, N. Saeny, C. Seng, H. J. Young, M. B. Zistella, E. T. Byrne, D. B. T. Benglin, E. T. Gibb, E. S. Olin, C. E. Guest, C. F. Johnston, K. Kawata, C. R. Van Krimpen, R. E. de Lay, R. Nakamura, A. E. H. Parrott, S. H. Ross, J. J. Russell, G. Wolfson, H. O. Young, Te Cheng Trong, P. F. Wong, Yung-pak Yip, K. Yoshi, A. Abdoolrakim, O. Eager, A. M. de Souza.

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EUROPE AND AMERICA

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of
"COUNTRY CLUB" HATS
as extensively advertised
in
VOGUE
etc., etc.

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Comedy At French Club

Nearly 300 people who taxed the capacity of the auditorium at the Cercle Sportif Français last night were delighted with the admirable presentation of "Le Traite d'Auteuil." Louis Verneuil's three-act comedy, by French Club amateurs. The entire cast performed with unusual credit, handling the difficult piece with ease and drawing consistent applause from the large audience.

M. and Mme. Jean Schliser, in the leading roles, and Mr. Louis Perrot rendered remarkably fine interpretations of their difficult parts while the remainder of the cast were excellent in their support. The cast included Mme. Pauline Paturel, M. Paul Premet, M. Julien Barraud, M. Maurice Bredbecker, M. Max, Mme. Madeleine Hubert, Mme. Lily Rouse, M. Fernand Negre and M. Marcel Hubert.

Dancing followed the performance.

Newest Empress Cancels Proposed Trip Around Globe

C.P.O.S. Liner Will Go Direct
From Liverpool To Trans-
Pacific Run

The around-world tour announced by the Canadian Pacific Ocean Service, Ltd., for the newly-built liner Empress of Canada has been cancelled and the steamer will go direct from Liverpool to the Trans-Pacific run. The newest Empress will leave Liverpool in June of next year and is expected to make its first trip across the Pacific in July, according to advices received yesterday afternoon by the local offices of the C. P. O. S.

Japanese On Eve Of Korean Clash

(Reuter's Pacific Service)
Tokio, Oct. 23.—A despatch from Keigen, Korea, reports that a Japanese detachment is moving against two thousand outlaws equipped with modern rifles in the vicinity of Lao-hai-shan, presumably in the Chintao district.

S.V.C. Orders

Routine Orders by Lieut.-Col. R. Marr Johnson, C.M.G., D.S.O. Commanding S.V.C. Shanghai, October 23, 1920.
No. 31.—Promotion—Sergeant H. Martin D.S.O. Light Horse is promoted squadron Sergt.-Major, warrant officer (class II), vice Koe promoted, dated Oct. 21, 1920.

MAIL FROM U.S. IN ON HAWAII

An hour's delay in the departure of the tender taking passengers and mail to the Empress of Russia which sailed yesterday afternoon for Vancouver gave the American Postal Agency opportunity to despatch all mail, letter, paper and registered matter, that was received at the post office up to 3:30 o'clock although the mail was due to close at 1 o'clock. Some 430 sacks were sent on the steamer. About 2:30 o'clock the postal authorities learned of the delay and bagged the remaining mail in time to catch the tender.

A small mail arrived on the Hawaii Maru late yesterday afternoon and was distributed early last evening to all boxes. The mail may be obtained by box holders today.

AN APPEAL TO BRITONS IN CHINA

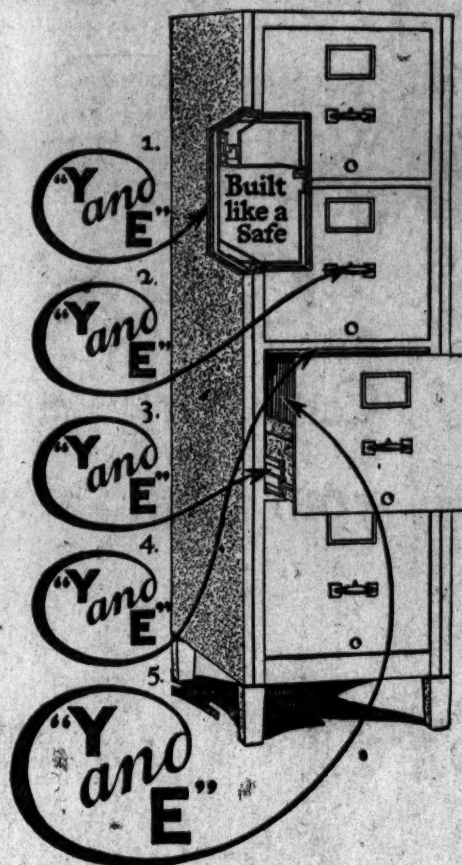
100,000 DOLLARS
URGENTLY NEEDED FOR
THE "ARETHUSA"
TRAINING SHIP

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Royal Navy And 6,500 The Mer-
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We have received another consignment of Parisian gowns by parcel post and these are being shown tomorrow in our Costume Department. These are extremely chic and well worth paying a visit to see.

Take the Lift to the First Floor—New Models of Millinery are also on show



A Delightful
Afternoon Gown
composed of Brick coloured
Satin, finished at
neck and sleeves with
Oriental ribbon in Saxe
and Gold colouring
Price \$65.00

SMART
AND STYLISH
FRENCH MODELS



Elegant Gown
Very near to the above
sketch, in Black Satin
veiled with Silk Net,
beautifully worked in
Gold, and finished at
waist with smart Black
Taffeta bow.
Price \$150.00



Charming Evening
Gown
Composed of Lemon
Satin and Silk Net,
trimmed with ribbon
to shade.
Price \$100.00



We have now just received our con-
signment of
EVENING ROBES
in all the latest models in gorgeous shades



A delightful
EVENING ROBE
in Electric Blue Satin, draped
with Black Tulle, trimmed
Electric Blue Sequins, quite
the latest
Price \$95.00

NOVELTIES
ONLY JUST
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The latest models in
Ladies' Costumes
Navy Blue: Coa ing,
similar to sketch.
Price
\$125.00



Smart, well
Tailored
Navy Gabardine
Costume
Braided, similar
to sketch
Price
\$95.00



A useful
Afternoon Frock
in Light Navy, Silk,
Crepe embroidery in
Cerise colouring
Price \$55.00



This Pretty
Afternoon Frock
in Sky Crepe de Chine.
Small hand-embroid-
ered collar; very dainty
Price \$16.50



Charming
MODEL EVENING GOWN
Composed of Coral
Satin with Over-Skirt
of Net and Lace, the
bodice finished with
Silver tissue.
Price \$125.00



THIS WEEK
800 doz.
LADIES' SILK HOSIERY

A wonderful value, Rich Silk leg, reinforced
fine lisle tops and feet for hard wear.

THIS WEEK \$2.95 PAIR

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BLEACHED DAMASK LUNCH CLOTHS \$1.75 EACH
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barine, with
striped silk col-
lar, similar to
sketch.

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Extremely
Smart
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ROBE**

made of vieux
Rose Georgette,
trimmed with
Gold Lace and
finished off at
waist with
Electric Blue
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Pacific Coast Organisations Supporting U.S. Federal Incorporation Law For China

(Continued from Page 1)

tion engaged in inter state or foreign commerce and not chartered under this Act, is hereby prohibited: (2) The location of its principal office and the place where its principal business is to be transacted: (3) purpose for which it is formed: (4) the amount of its capital stock and the number of shares into which it is divided.

Sec. 3. That articles of incorporation shall be acknowledged before any officer of the United States authorized to administer an oath.

Articles of incorporation shall be filed in duplicate with the clerk of the United States court in China, who shall submit them to the Secretary of Commerce for his approval. When the articles of incorporation or any certificate relating to the corporation thereafter submitted to him, are approved, the Secretary of Commerce shall record them.

Sec. 4. That upon filing articles of incorporation the persons who subscribe them, their associates, successors, and assigns, by the name and style provided therein, shall be a body corporate with succession, power to sue and be sued in any court of law or equity of the United States, having jurisdiction, contract and be contracted with, also, unless specially limited, to acquire and hold all property, real or personal necessary to affect the object for which it is erected, and at pleasure convey it in conformity with its regulations and the laws governing its conveyance. Such corporation also may make use, and at will alter a common seal, and do all other acts needful to accomplish the purpose of its organization.

NAMING OF COMPANIES

Sec. 5. That the Secretary of Commerce shall not approve or record any articles of incorporation wherein the corporate name is likely to mislead the public as to the nature or purpose of the business, its charter authorizes, nor if such name is that of an existing corporation or so similar thereto as to be likely to mislead the public, unless the written consent of the existing corporation, signed by its president and secretary, be filed with such articles.

Sec. 6. That a copy of the articles of incorporation so approved and duly certified by the Secretary of Commerce shall be prima facie evidence of the existence of the corporation therein named.

Sec. 7. That a majority of the capital stock of corporations formed under this Act shall, at all times, be owned by citizens of the United States of America. For the purpose of this Act, companies incorporated under the laws of any State or Territory of the United States of America shall not be held to be citizens of the United States of America, unless a majority of the capital stock thereof is at all times owned by citizens of the United States of America, unless a majority, including the president or chairman of the board of trustees or directors, are citizens of the United States.

Sec. 8. That at the time of making a subscription to the capital stock of a corporation, 20 per centum of each share subscribed for shall be payable. The residue shall be paid in such installments, at such times and places, and to such persons as the directors of the corporation require.

Sec. 9. That when 20 per centum of the capital stock is subscribed, the subscribers to the articles of incorporation, or a majority of them, at once shall so certify in writing to the Secretary of Commerce.

Sec. 10. That as soon as such certificate is made and filed with the Secretary of Commerce, the signers thereto shall give at least thirty days' notice by writing to each stockholder at his address shown on the books of the company, to meet at such time and place as the notice designates for the purpose of choosing not less than five directors, to continue in office until the time fixed for the annual election and until their successors are elected and qualified. But if all the subscribers to the capital stock are present in person or by proxy, such notice may be waived by them in writing.

ELECTION OF OFFICERS

Sec. 11. That at the time and place appointed directors shall be chosen by ballot, by the stockholders who attend, either in person or by lawful proxies. At such and all other elections of directors the election shall be by ballot, and each stockholder shall be entitled

to as many votes as he owns shares of stock in the company, and the persons receiving the greatest number of votes shall be elected directors. Directors shall not be elected in any other manner. No person shall vote on a share of stock on which an installment is due and unpaid.

Sec. 12. That at such first election the subscribers of the articles of incorporation present, or any other persons chosen by the stockholders present, shall be inspectors of election, certify what persons are elected directors, and appoint the time and place for holding their first meeting.

Sec. 13. That before every meeting held for the election of directors, or for the determination of any question, by the stockholders of a corporation, or by the subscribers to its stock, or by its creditors and stockholders for its reorganization, the officer or agent of the corporation having charge of the transfer of its stock, under oath must make out a list of its stockholders, showing the number and classes of shares held by each, as shown by its books, on the date fixed for closing the stock transfers before its meetings; or if no time be fixed therefor, then at the hour of noon on the tenth day prior to the date of such meeting. Such list shall be delivered to the inspectors of the meeting and be prima facie evidence of the ownership of its stock.

Sec. 14. That inspectors selected by the meeting, shall receive and count the votes cast at such meetings, or at any adjournment thereof, either upon an election or for the decision of any question to be decided by vote, and determine the result. Their certificate shall be prima facie evidence thereof.

Sec. 15. That the corporate powers, business, and property of corporations formed under the provisions of this Act shall be exercised, conducted, and controlled by the board of directors.

Sec. 16. That a majority of such directors must be citizens of the United States. All directors and executive officers shall be holders of stock of the company for which they are chosen, in an amount to be fixed by the by-laws.

Sec. 17. That when the office of director becomes vacant the board of directors may fill it for the unexpired term as provided for by the by-laws.

Sec. 18. That as soon thereafter as is convenient the board of directors chosen at any election shall select one of their number to be chairman thereof, and unless the regulations of the body otherwise provide for the election of a president and such officers, also appoint a secretary and treasurer of the corporation and such other officers as may be necessary.

OTHER PROVISIONS

Sec. 19. That by a vote of a majority of its stock, at a regular meeting of a corporation organized under the provisions of this Act, it may increase the number of its directors to such number as is deemed advisable. In like manner at any time the number

of directors can be reduced to not less than five. At a special meeting of stockholders also called and of which notice was given as provided for the election of directors, by vote of a majority of its stock, the increase in the number of directors may be made. Those elected shall hold their offices until the next annual election for directors and until their successors are elected and qualified.

Sec. 20. That a corporation organized under the provisions of this Act must have a capital stock, which may consist of common and preferred or common only; but at no time shall the amount of preferred stock at par value exceed two-thirds of the actual capital paid in in cash or its equivalent.

Sec. 21. That when the capital stock is to be both common and preferred, it may be provided in the articles of incorporation that the holders of the preferred stock shall be entitled to yearly dividends of not more than 8 per centum, payable quarterly, half-yearly, or yearly, out of the surplus profits of the company each year in preference to all other stockholders. Such dividends also may be made cumulative.

Sec. 22. That a corporation issuing both common and preferred stock may create designations, preferences, and voting powers or restrictions or qualifications thereof in the certificates of incorporation, and if desired, preferred stock may be made subject to redemption at not less than par after a fixed time and at a set price, to be expressed in the stock certificates thereof.

Sec. 23. That the directors of such corporation, when organized, shall cause to be kept a record of all stock subscribed and transferred, and its secretary shall register all subscriptions and transfers of stock. For that purpose a book shall be kept, and when a certificate of stock is assigned and delivered by a stockholder the assignee thereof may have it duly transferred therein by such officer, who at the same time shall enroll also the name of the assignee as a stockholder. The books and records of all corporations organized under the provisions of this Act at all reasonable times shall be open to the inspection of every stockholder.

SALE OF STOCK

Sec. 24. That if an installment of stock is unpaid for thirty days after the time it was to be paid, whether the stock is held by the subscriber, an assignee, or transferee, it may be collected by suit, or the directors may sell such stock for the installment then due.

Sec. 25. That before the directors can sell such stock they shall give thirty days' notice of the time and place of sale in some newspaper in general circulation of the place or at the place where the delinquent holder resided when he subscribed for it or became such assignee or transferee, or of his actual residence at the time of sale.

Sec. 26. That when a sale of such stock is made, if after paying from its proceeds the amount

due on the stock, a balance remains, the same shall, on demand, be paid to the owner. But if such proceeds fail fully to pay such installment any balance may be recovered by action against the subscriber, assignee, or transferee.

Sec. 27. That every corporation organized under the provisions of this Act, annually shall make a statement of its financial conditions, setting forth its assets and liabilities, and file the same with the Secretary of Commerce and furnish to each stockholder a true copy thereof.

Sec. 28. That after the original capital stock of a corporation organized under the provisions of this Act is fully subscribed for, and an installment of 20 per centum on each share of the stock has been paid thereon, such corporation may increase its capital stock or the number of shares into which it is divided prior to organization by the unanimous written consent of all original subscribers. After organization the increase may be made by a vote of the holders of a majority of its stock, at a meeting called by a majority of its directors, at least sixty days' notice of the time, place, and object of which has been given by publication in some newspaper of general circulation and by letter addressed to each stockholder whose place of residence is known. Or the stock may be increased at a meeting of the stockholders at which all are present in person or by proxy and waive in writing such notice by publication or letter, and also agree in writing to such increase, naming the amount thereof to which they agree. A certificate of such action shall be filed with the Secretary of Commerce.

MAY REDUCE STOCKS

Sec. 29. That upon the assent in writing of the persons in whose name a majority of the shares of the capital stock of a corporation organized under the provisions of this Act stands on its books, the board of directors of such corporation may reduce the amount of the capital stock and the nominal valuation of all the shares thereof, and issue certificates therefor. The rights of creditors shall not be affected by such reduction in the amount of such capital stock, and a certificate of such action shall be filed with the Secretary of Commerce.

Sec. 30. That the directors of a corporation organized under the provisions of this Act may adopt a code of by-laws for their government, and may change such by-laws at pleasure.

Sec. 31. That the by-laws for the government of corporations organized under the provisions of this Act may be adopted or changed by the assent thereto, in writing, of the holders of two-thirds of the stock, or by a majority of the stockholders present at a meeting held for that purpose, notice of which has been given personally to each member or stockholder, or by publication in some newspaper of general circulation in the place where the

head office of the corporation is located.

Sec. 32. That when no other provision is especially made, a corporation organized under the provisions of this Act by the by-laws may provide:

(1) The time, place, and manner of calling and conducting its meetings.

(2) The number of stockholders or members constituting a quorum.

(3) The time of the annual election for directors and other officers, and the manner of giving notice thereof.

(4) The duties and compensation of directors and other officers.

(5) The manner of election, or appointment, and the tenure of office of all officers other than the directors.

LOAN PROVISIONS

Sec. 33. That a corporation organized under the provisions of this Act may borrow money in any sum not exceeding the amount of its capital, issue its notes or coupon or registered bonds therefor, bearing any legal rate of interest.

(Continued on Page 12)

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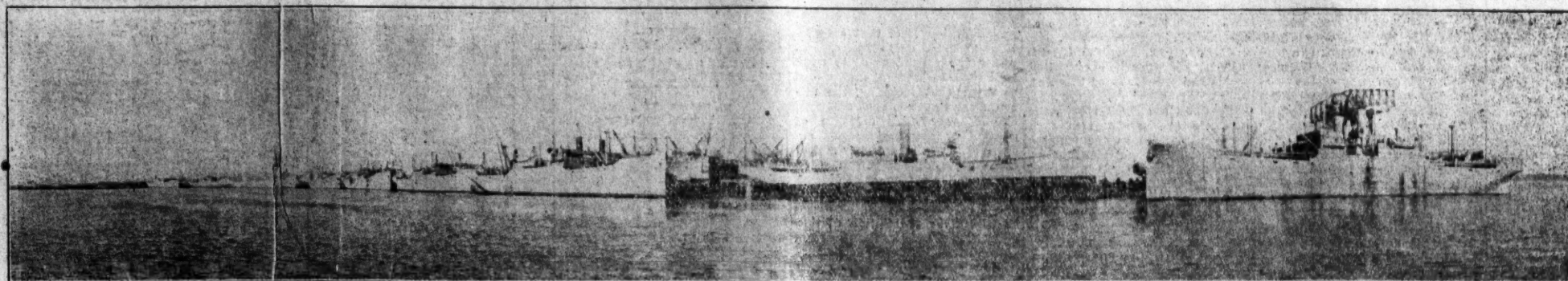
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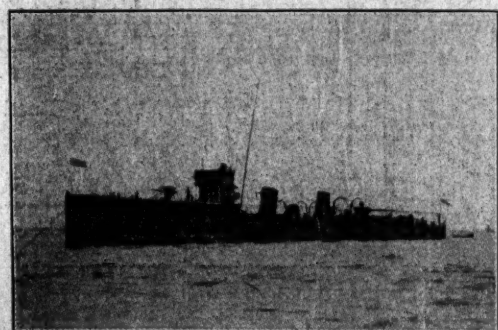


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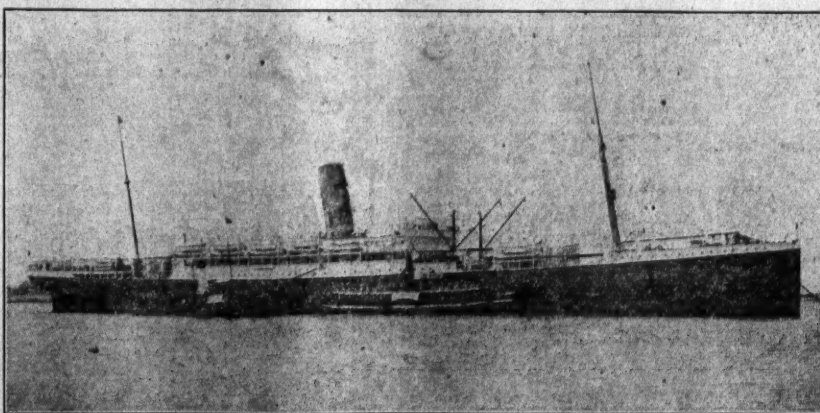


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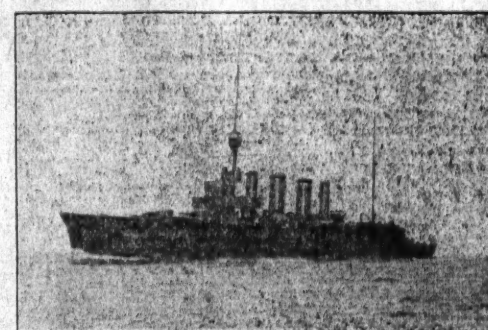
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Stocks Carried in Shanghai.

Stocks Carried in Shanghai.

Pacific Coast Organisations Supporting U.S. Federal Incorporation Law For China

(Continued from Page 10)

interest, and secure their payment by a mortgage of its property, real or personal, or both.

Sec. 34. That a mortgage of real and personal property made by a corporation organized under the provisions of this Act shall be duly recorded in the office of the recorder of deeds or other proper officer at each place in which the real or personal property mortgaged is situated or employed, and a certified copy of such mortgage shall be filed with the Secretary of Commerce.

Sec. 35. That a mortgage recorded with the recorder of deeds or other proper officer, as provided for in the preceding section, shall be a good and sufficient lien from the date of its filing for record where it is recorded upon the personal as well as the real property of such corporation.

Sec. 36. That no corporation organized under the provisions of this Act shall sell its entire property and assets to any person, persons, partnerships, associations, or corporation, whether organized for the same or similar purposes or otherwise, unless three-fourths of the directors of such corporation authorize the execution of an agreement therefor prescribing the terms, considerations, and conditions thereof. The considerations may be money, stock, bonds, or other instruments for the payment of money, or any valuable consideration.

Sec. 37. That the agreement provided for in the preceding section shall be submitted to the stockholders of the corporation at a meeting called for the purpose, sixty days' notice of the time and place of holding which, and the object thereof, shall be given by registered letter containing a written or printed notice addressed to each of the persons in whose names the stock of the corporation stands on its books. But when all the stockholders are present at such meeting in person or by proxy notice may be waived in writing.

Sec. 38. That at such meeting of the stockholders the agreement of the directors shall be considered and a vote by ballot taken for its adoption or rejection. For each share of stock on which all the installments called for by the board of directors have been paid the holder thereof shall be entitled to one vote. The ballots must be cast in person or by proxy, and if three-fourths of all the votes cast at the meeting be for the adoption of the agreement

it shall be valid and binding on such corporation. Upon its adoption the officers of the corporation shall execute and deliver to the purchaser good and sufficient deeds and transfers of all the property and assets of the corporation upon the terms and conditions in the agreement provided.

ON AMENDMENTS

Sec. 39. That amendments to articles of incorporation may be made at any meeting of the stockholders thereof, of which, and of the business to come before it, thirty days' notice has been given by a majority of the directors in a newspaper published and of general circulation at the place where the corporation's principal place of business is located, and by a vote of the owners of at least three-fifths of its capital stock then subscribed.

Sec. 40. That when thus adopted, a copy of such amendment, with a certificate thereto affixed, stating the fact and date of its adoption, that such copy is a true copy thereof, signed by the president and secretary of the corporation, sealed with its seal, shall take effect when approved by the Secretary of Commerce.

Sec. 41. That directors of a corporation organized under the provisions of this Act shall not declare dividends except from surplus profits arising from the business of the corporation.

Sec. 42. That in order to ascertain the surplus profits from which a dividend may be made, in the account of profits and loss there shall be charged and deducted from the actual profits:

First. All ordinary and extraordinary expenses, paid or incurred, in managing the affairs and transacting the business of the corporation.

Second. Interest paid, or then due or accrued, on debts it owes.

Third. All losses of the corporation. In computing its losses, debts owing to it which have been due without prosecution, or interest paid thereon, for more than one year, or upon which judgment was recovered, but has been more than two years unsatisfied, and on which also for that period no interest was paid shall be included.

Sec. 43. That when all the capital stock of a corporation has not been actually paid in the corporation shall not advertise the amount of authorized capital stock without also stating the amount actually paid in, nor shall a corporation advertise a greater dividend than has actually been earned

and credited or paid to its stockholders.

Sec. 44. That every director of such a corporation who violates or is concerned in violating any provisions of the three preceding sections hereof shall be personally liable to the creditors and stockholders of the said corporation for any loss which thereby they respectively sustain.

ANNUAL REPORTS

Sec. 45. That every corporation organized under the provisions of this Act shall file an annual report with the Secretary of Commerce during the month of January, in such form as the Secretary of Commerce may prescribe. This report shall be accompanied by an affidavit in such form as the Secretary of Commerce may prescribe, subscribed and sworn to by an officer of the corporation having knowledge of the facts therein contained.

Sec. 46. That upon the dissolution of a corporation organized under the provisions of this Act, and unless other persons be appointed by the stockholders, the directors of the affairs of such corporation shall be the trustees of the creditors and stockholders thereof, and have full power to settle its affairs, collect, and pay outstanding debts, and divide among the stockholders the money and other property remaining, in proportion to the stock of each stockholder paid up, after the payment of debts and other necessary expenses.

Sec. 47. That if all the stockholders present at such meeting in person or by proxy decide to surrender and abandon its corporate authority the corporation shall be abandoned and dissolved upon the Secretary of Commerce.

Sec. 48. That when a majority of the directors or other officers having the management of a corporation organized under the provisions of this Act which has completely closed its business and paid all the debts and liabilities incurred by its desire to surrender its corporate authority and franchises, they or the president of such board of directors may call a meeting of the stockholders at such time or place as he or they designate, by publication for four weeks in some newspaper published and of general circulation of the country wherein the principal office of the corporation is located and by written notices addressed to each of the stockholders whose residence is known of the

object, time, and place of the meeting.

CONCERNING SUITS

Sec. 49. That the persons so constituted trustees may sue for and recover the debts and property of the dissolved corporation, describing it by its corporate name, and jointly and severally they shall be responsible to the creditors and stockholders of the corporation to the extent of the property and effects coming into their hands. Such trustees may be made or become parties to any action by or against the corporation, either in favor of or against the corporation, shall continue in force as if the dissolution had not taken place.

Sec. 50. That no corporation created under the provisions of this Act shall by any implication or construction be deemed to possess the power of carrying on the business of discounting bills, notes, or other evidence of debt, of receiving deposits of money, or foreign coins, or buying and selling bills of exchange, or of issuing bills, notes, or other evidences of debt for circulation as money; provided, however, that corporations created or to be created under the provisions of this Act to buy, sell, and otherwise deal in notes (not including the discounting of notes), open accounts, and other similar evidences of debt (not including bills of exchange), or to loan money and to take notes, open accounts, and other similar evidences of debt as collateral security therefor, shall not be construed or considered to be within the prohibition of this section; and corporations created or to be created for such purposes may charge such amounts as

may be agreed upon by the respective parties.

Sec. 51. That corporations created under the provisions of this Act to operate solely in the territory of China shall not be subject to any other or higher taxation by the Government of the United States than corporations organized under the laws of other nations for the purpose of operating in China, are taxed, as ascertained by the Secretary of the Treasury.

Sec. 52. That upon complaint made by the Secretary of Commerce to the United States Court in China that a corporation organized under the provisions of this Act is promoted or operated in a manner detrimental to the interests or good will of the United States in China, being found by said court to be proven, the corporate authority and franchises granted to said corporation under this Act shall thereupon be revoked.

Pope Benedict Poses For Moving Pictures

Pontiff Celebrates Mass For American Knights In Vatican Gardens

Rome, August 29 (Associated Press).—For the first time in history a Pope has posed for the moving pictures. Not only was permission granted for the filming of scenes in the Lourdes Chapel grounds today, but Pope Benedict took a leading part, posing first with various groups and then for "close-ups."

He expressed much amusement

at the persistence of the American photographers, who went within four feet of him and snapped him smiling into the camera.

This occurred after the Pope had celebrated mass for the visiting American Knights of Columbus in the open Vatican gardens and had given holy communion personally to each Knight. Vatican officials were amazed that the Pope appeared in these scenes for about twenty minutes, which proved the most complete pictures ever taken of Vatican ceremonies.

The Pope seized Supreme Knight

Flaherty by both hands, blessing the Knights and America. He welcomed the visitors in a short address, which was translated by Archbishop Cerretti, formerly of the Papal delegation at Washington.

The Pope drank a cup of coffee with the knights, after celebrating mass, and after he had posed for the pictures, drove through the gardens, flanked by knights, to the Vatican.

When the Vatican officials objected to the Pope being photo-

graphed he said: "Let the Americans have what they want."

The Peter's Pence offering presented to Pope Benedict by Supreme Knight Flaherty on Saturday amounted to \$50,000 lire.

USED CARS

See Davis, Central Garage



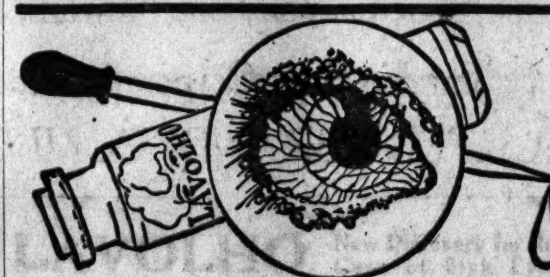
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DEL SERAS TO QUIT ITALY FOR EVER IF COURT PERMITS

Correspondent There Reviews Case Which Greatly Agitated People

GOSSIP AND FACTS TOLD

Captive Anna Wright's Living Quarters, Varying Moods And Habits Described

London, August 17.—A correspondent of The World, who lives much in Florence and is intimately acquainted with its society, writes on the Del Sera case as follows:

To begin with, Del Sera is not a Count at all, having merely bought the title. He is thirty-nine years old, good looking, smart, about medium height, and a nobody. He met his wife in America, where he went to make his fortune. His personal appearance and good manners were his only assets.

In Florence the Del Seras know every one—or rather all the cosmopolitan set, which is chiefly made up of Americans and Britishers, some of whom married Italians—and also a sprinkling and fringe of the real Italian society and nobility. They are popular, play bridge a good deal, give good dinners—and Italians of the best class will go anywhere for good food.

At Gironimo, where they previously had a villa, they had beautiful grounds and had lawn tennis parties all the time. In the spring they had luncheons followed by tennis, and in warmer weather tea and tennis after. The villa at Gironimo, near Arcetri, belonged to an American lady, Mrs. Spottiswoode, who went to America on a visit, and on her return they were obliged to turn out. They hunted all over the place for a suitable villa and finally took the Braggiotti on Via Santa Maria, Montughi, nearly opposite the gates of Villa Chintina, which belonged to Henry Labouchere and was left to his daughter, Princess Odescalchi, who lent it for a hospital during the war.

TO QUIT FLORENCE
Villa Braggiotti has one great big music room with a gallery around it, built by the Braggiotti, who are very musical, she being a daughter of Sebastian Schlesinger, an American (German) composer,

who teaches singing in a large way. They are very well off and have eight splendid children. The Braggiotti, Mr. Isidore and the children, are living in Boston now, and had let the villa for a year or two to the Del Seras from April last. But the Del Seras are going to leave Florence for ever, as soon as the Court will permit it.

The trouble about Miss Anna Wright began some time ago. The police were informed by various persons that there was a young lady at the villa kept under control, who cried and called out whenever any one came near, and seemed to be held in captivity against her will. Questions were asked, agents of police visited the neighborhood, but nothing happened till later, when, as the back of the villa Braggiotti is actually on the lane, passersby heard her often calling out, and making a noise. Men wanted to know why she was held captive.

The feeling about her grew. The people and the neighbors found out she was supposed to be out of her mind, that her windows were covered with wire, and that she never went out, not even in the garden.

The whole thing came to a head when the police received several anonymous letters saying the girl was held in bondage; that all the money is hers and her mother and stepfather spend it; that she went mad because Count Del Sera was engaged to her and then married her mother, who was rich, and married her instead, which drove the girl crazy, but that a little later she inherited a great deal of money and became richer than her mother.

The Del Seras deny all this. Before the Magistrate at the Palazzo Vecchio, they swore that Del Sera never was engaged to the girl; that the money they use belongs only to Countess Del Sera. They were at Vallombrosa, where they had gone for the summer, when they were called to Florence to give evidence in this matter in court. During their absence the Count's brother, a professor from Pavia with his wife was living at the villa. A crowd of angry people gathered outside clamoring for the release of Miss Anna.

The evening the Count and Countess came back, the Procurator of the King (public prosecutor) had already paid a visit to the villa and had been conducted by Prof. Del Sera to the girl's apartments. They found she has three large communicating rooms, her bedroom, the English hospital nurse's bedroom and her sitting room. The girl was lying on her bed (as usual) in a dressing gown when

they came, and answered their first questions as to her name, her father being dead, and that she felt ill, but after that she lapsed into silence and would not answer any more questions, so they went away.

That evening there was a demonstration outside on the return of the Del Seras. The Count, opening the door, offered to conduct a representative man and a woman to the girl's room and show her to them. This was done. The chosen delegates went in saw the girl's room and herself lying asleep came away satisfied, and on their explanations the crowd unwillingly dispersed.

It is a painful affair, but I do not think the Del Seras are to blame. It seems the girl has lapses, sometimes silent and sad, sometimes violent and screaming, sometimes hours and hours.

She has lovely long, fair hair and is very pretty. Her mother rarely goes near her because, as is the case with most people who are out of their head, she hates violently those she loved best before her trouble.

The villa opens on a rather large garden, with a beautiful little Greek temple garden house that overlooks a perfect view. Below there spreads the vast podere or land all vines, olives and fruit trees belonging to the villa.

PEKING FACING CASH SHORTAGE

(China Press Correspondence)

Peking, October 20.—The government is facing an acute financial crisis. Unless some extraordinary revenue is obtained within the next few weeks it will be absolutely bankrupt.

The Ministry of Finance has received presidential sanction to perfect plans for another domestic loan. Such loan bonds, however, are practically unobtainable and are used principally for paying the salaries of unfortunate petty officials.

The government is anxiously fixing its eyes on the Consortium as the star of hope, but the stringent premises of this body in regard to a "stable government" cause doubt as to whether it will actually materialize as a source of revenue for the present or any other Chinese government in the near future. It is trusted, however, that the Consortium will be

practical rather than domestic in its interpretation of its terms.

THE BREAKING POINT

When Mind And Body Are Fagged

Many serious accidents, as well as mistakes in life, have been traced to failure of the memory, ill-health having been the original cause of this trouble. Now, who are the most likely to suffer in this respect?

When persons of either sex begin to hesitate in speaking, cannot "collect their thoughts," when they find their ideas are often confused, when excitement throws them off their mental balance, when they frequently forget where they leave things, then, says the doctor, here is a case bordering on "neurasthenia or nervous breakdown." If this state of health continues without attention collapse may follow.

It is a fact that most nervous disorders are due to impure thin blood, from that they spring. The starved nerves are not able to meet the strain on them, the mind becomes dull; physical effort causes fatigue. Only new pure blood can save the victims from collapse and d'amel neurasthenia or nervous breakdown. This good red blood is created in abundance by Dr. Williams' pink pills, and in that way these pills have in a great number of cases banished nervous, mental and digestive disturbances. They have given increased energy, fitness, keen appetite, strong steady nerves and robust health to men and women who were once nervous wrecks.

To give one instance only Mrs. W. Cook, of "Orchard House," Sutton-on-Trent, England, recently stated:

"Some years ago I had a terrible trial through the tragic death of my mother. For weeks I was unable to realize she was dead, so great was the shock to my nervous system."

"I had the best of medical advice, but nothing seemed to do me permanent good. I had terrifying fits of depression, and many a time I have felt that I should welcome death as a happy release."

"When things were about as bad as they could be I chanced to read in a newspaper a case which was very similar to my own—that had been cured by Dr. Williams' pink pills. I thereupon made up my mind that I would give them a good trial. I got a supply of the pills and I know from the start they were doing me good, but I could hardly trust myself to believe it."

"I continued with the pills, and made such good headway that now I feel better than I have done for years. If only my experience should prove helpful to any other sufferers by inducing them to give a trial to Dr. Williams' pink pills I shall be only too thankful."

Dr. Williams' pink pills are an ideal tonic for all nervous people of both sexes. They are obtainable from dealers everywhere, or at \$1.50 the bottle, \$7. for six bottles, from Dr. Williams' Medicine Co., 96 Szechuen Road, Shanghai. It is the best time to begin them.

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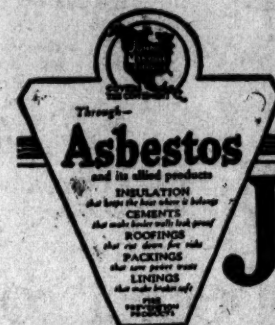
If You Are Building For Permanency—

YOU should realize that the roof of any structure should receive the same deliberate consideration as the foundation. The house built on the sand has its counterpart in the building with an inferior roof. The slighting of the covering means money lost through repairs, replacement and damage done to the interior. JOHNS-MANVILLE Asbestos Roofing, a flexible stone roof, fulfills every requirement, no matter how exacting, and eliminates maintenance cost, worry and possible damage. It requires no painting or other upkeep, and wears and withstands the elements indefinitely.

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GENEVA'S FUTURE MAY EXCEL PAST

Looks Forward To Being Permanent Seat Of League Of Nations

QUARTER IN BIG DEMAND

Landlords Not Slow To Take Advantage Of Highly Favorable Situation

BY JULIAN GRANDE

Geneva, August 14.—If none of those unforeseen events should take place wherewith the world must now reckon perhaps more than ever before, in all likelihood Geneva will become the headquarters of the League of Nations, the first assembly of which is to meet here on Nov. 16. Should the League fulfill the hopes of Lord Robert Cecil and some others, Geneva's future may even excel her past in historic interest, and the city whose name is now chiefly associated with Calvin, Rousseau and the Red Cross may be famous as the spot where Tennyson's dream of a "Parliament of Man" and "Federation of the World" became a reality. Geneva is the one Swiss town which can really be called international and a city. She is in Switzerland rather than of it, and her citizens will describe themselves as "Genevans" rather than as "Swiss."

Despite Geneva having a distinct individuality of her own, there is much, very much, about the city today, reminiscent of France, enough to give point but not justice to a Bernese newspaper's acid description of it a day or two since as "The French provincial town of Geneva, which happens still to be on Swiss territory."

There could be no greater mistake than to judge Switzerland by Geneva, and it would now hardly be fair to judge even the Genevans by their own city. Thus there are only 332 Genevans per 1,000 inhabitants, and in 1913 the proportion was still smaller (312 per 1,000). The rest of the population is composed of other Swiss (241 per 1,000), and foreigners (127 per 1,000). This again is a considerably smaller proportion than in 1913.

Even in 1837 Stendhal noted that Geneva was admirably fitted to become the headquarters of a great international organization. Stendhal was clearly not alone in his opinion, for Geneva has already become the headquarters of the International League of Red Cross

Societies and the International Labor Office, while the World Telegraph Bureau, the World Postal Union, the International Copyright Office, the International Telegraph Office, and the International Railway Office, formerly all in Bern, are all to be under the League of Nations in Geneva.

GENEVA WANTED LEAGUE

Only those intimately acquainted with Swiss politics realize the keen and well founded anxiety felt last May in Geneva about the result of the Swiss referendum to decide whether the country should join the League of Nations. Had the voting been negative, as it very nearly was, Geneva must have lost the honor which it was proposed to confer upon her. That the Swiss voted in favor of the country's joining, however, was due to persistent and unprecedented agitation and propaganda, and to eagerness to have the League headquarters within the confederation's territory.

After the League of Red Cross Societies having rented a virtually insolvent hotel, to the great delight of the bankers who had mortgages upon it, and the International Labor Office having settled in a dilapidated building, formerly a boarding school which failed, there is naturally not an owner of an unleaseable old ruin who is not hoping to palm this off upon the League of Nations; while as for the house agents, they are rubbing their hands and hoping great and wonderful things.

Sir Eric Drummond and some of his staff spent part of this week in Geneva, inquiring about suitable offices for the League and residences for its officials. For the sake of not wasting public money, the League of Nations ought to insist upon the Genevans authorities providing suitable accommodation for the League and suitable housing accommodation for its staff. In order that the latter may not fall a prey to the house agents and their patrons, the bankers, for the housing difficulty is no less great in Geneva than in most other places, and rapacious landlords and agents are only too anxious to take advantage of outsiders, particularly if they should happen to be officials.

During the war building for in long time entirely ceased in Geneva, and even last year the city's accommodation was increased by only 256 rooms (65 flats), which is almost nothing. Moreover, scarcely any repairs have been done since the beginning of the war, with the result that most houses and flats are in such a bad state that to put them in proper order again would swallow up the first year's rent. Consequently rents

have risen 100 and even 200 per cent.

SLUMS TO BE TORN DOWN

Whether because of its great antiquity—for Geneva certainly existed in Julius Caesar's time, and may not have been a new town then—or whether because of the large and miscellaneous assemblage of foreigners and refugees which she has harbored within her gates for centuries past, or whether for these reasons and others combined, Geneva is far from being the clean and well ordered, well sanitized city that the Swiss capital is, for instance, or any of the other chief Swiss towns. In no other Swiss city, and indeed in few cities anywhere, is there so large a proportion of insanitary slums. Some of the buildings in these slums are in such a state that the municipal authorities have bought them up and will pull them down as soon as funds permit. But Geneva, like all other principal Swiss towns, is distressingly indebted, and literally does not know which way to turn for money. Yet Genevans millionaires are proverbial, at all events locally: millionaires in France, perhaps, but thoroughly well to do people who have amassed a fortune mostly by what is now one of Geneva's chief occupations—banking, money-lending and financial transactions generally.

The higher class Genevans, I should say, are more under English influence than other Swiss. Here and there a Genevans may be met who has studied English and does not murder it after the atrocious fashion of most other Swiss. English books and periodicals may be much more easily obtainable than elsewhere in Switzerland. Before the war Geneva had certainly far more British residents than any other Swiss town, except possibly Lausanne, one reason being that resident foreigners not engaged in business or professions were not taxed. Now, however, Geneva has changed all this and taxation is becoming very heavy, not only for the natives, but for resident foreigners.

"The 1,000,000 tons that now can be regarded as the basis for the monthly deliveries to the Entente are made possible through the overtime work of the German miners, whose state of nourishment, after many years of the hunger blockade, is poor and whose families are in reduced circumstances and scattered. At present negotiations are again under way aiming at increasing the overtime still more to an hour and a half a day, through which there would be immediately effected another material rise in production. Only a person, not acquainted with the ways of the world will be able to believe that voluntary extra work, which cannot be obtained through crude

methods of compulsion, must first of all be brought into use in order to check the spread of the unemployment that is devastating Germany and to make possible a half way decent existence to the masses of German workers.

"As practical men, therefore, we recognize the possibility of our not being able to convince you that we are doing our utmost, so that you are proceeding to the application of force, the occupation of the Ruhr District, or something like that. Even if this act of violence should be carried out through blacks at the sight of whom as the custodians of public power the heart of every white man and German is stirred with indignation, this will be of no benefit either to France or to Europe. The work of colonization of miners will come to a standstill for lack of building material; new workers will not come streaming in. The present state of European coal shortage, which otherwise could be remedied in about three years, will be declared permanent and with it the state of European economic weakness due to the high cost of raw materials. All the ships coming to Europe will be loaded only one way, because of the lack of coal as outgoing freight.

"The coal problem has been made interminably harder through yesterday's decision in military matters. This decision will be the cause of the worst kind of disturbance; the results, in a decline in production, will first of all come back to it. The coal problem of the continent is a simple one. The Ruhr and Upper Silesia are not to be separated from each other. We are ready with the best means to consider with you how we can manage to help you quickly and radically. We can not accept a dictation. After our advance deliveries, you have no legal support for that, even on the basis of the Peace Treaty; because of technical and legal reasons, Points 1 to 4 of your coal decision are unacceptable."

Herr Hue's speech is given as follows:

"I will not make any attempt to go into the details of the figures which M. Millerand cited yesterday, and in general I shall endeavor to make my words brief. I hope that we shall discuss the figures given by M. Millerand, and which Herr Stinnes has partly supplemented, in a commission of experts. I admit without further words that I have learned through conversations and through the newspapers that a severe coal shortage prevails in France. It is beyond question, however, that the figures given by Premier Millerand place the coal supply of Germany in too favorable a light. We German miner delegates are convinced that as the coal shortage is an inter-

national evil, we can only do away with it through the international co-operation of all the factors entering into the question. We have considered that matter fully among ourselves and we have arrived at the conviction that the carrying out of the proposal of Millerand does not mean the abolition of the international coal shortage, but would only make the evil still worse. So we have come to the conclusion that this proposal is impracticable of fulfillment, and we have, therefore, desired a special, thorough discussion by a commission.

"In spite of their extreme undernourishment and the morbidity and mortality caused thereby, the German miners decided this Spring to work overtime in order to lessen the coal shortage in their own country and to carry out the deliveries to the Entente as fully as possible. Indeed, the German miners have proposed that the working time should be regularly lengthened. But it is simply out of the question to lengthen the regular working time any more. On the contrary, the German miners, like the English and American miners, aim at the six-hour working day because they are convinced that the production of coal will not be injured through the six-hour day, but will even be increased in time.

"The decisive question with which we enter into the discussion of increasing production is: How are we to make the mine workers capable of producing more and how are we to make them more eager to work? We may decide here what we wish. A conference of diplomats may decide what it pleases. In the last analysis it will be decided in the mining centers how the increase in production is to be made possible and how it is to be put through in general. Because of this reason, compulsory measures will only produce results just the contrary to those desired. We ought to be clear about this from the beginning in order to come to an understanding.

"We German miner delegates have gladly accepted the invitation to Spa in the hope of negotiating with the representatives of other countries, not merely for the purpose of rehabilitating France, but the whole world. We, as representatives of the German miners' organization declare our readiness to co-operate in this work at any time. I can only urgently ask the representatives of the Entente Governments to make it possible for us thus to co-operate."

Herr Hue is a Majority Socialist leader, a Moderate labor official, and one of the technical authorities on German coal production.

A Life of Agony Backache Positively Cured After 10 Years.

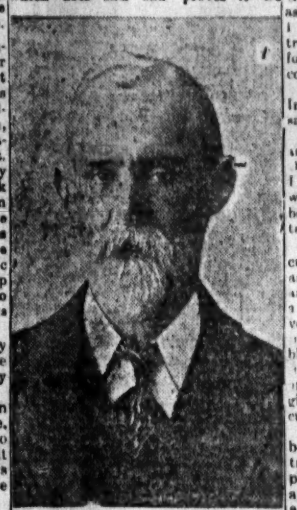
Rheumatism and backache are two of the most common and troublesome complaints in this country to-day. Thousands of people find work a torture, action of any kind a weariness, and bad weather a continuous dread, because of the rheumatic pains they are subject to, or the stinging backache pains they are never wholly free from.

It is foolish to think that you can not remove rheumatism from your system. It is dangerous to neglect backache pains or the other symptoms that mean disordered kidneys—headaches, nervous debility, bad breath, gouty or dropsical swellings, constipation, bladder weakness, or discomfort. If your kidneys are out of order they are not properly performing their work of keeping the blood free from poisonous uric acid, which is made every day by the waste impurities of the system. This means that the poison is retained in your blood. Uric acid takes the form of tiny sharp crystals, and it is quite easy to imagine how these cause terrible pains if allowed to accumulate.

If all stubborn diseases, kidney trouble in any form is one of the most difficult to overcome. In many respects it is like Consumption. Consumption is curable, if you can get at the germs, the cause of disease, but the germs of Consumption are so placed in the lungs as to prevent medicines touching them. That is why it is almost impossible to cure Consumption with medicines.

Kidney trouble is like Consumption—it is so difficult to the germs in the weak or diseased spot. When you take ordinary Kidney or Backache Pills or Mixtures, the drugs that they contain are very often useless for kidney trouble, because they never go near the kidneys, they simply go into the stomach, then into the bowels and away.

Now, if you purge the kidneys as you would the bowels, they will regain their healthy, active condition, and soon rid the system of uric acid. There is only one kidney remedy which does this and proves it—De Witt's Kidney and Bladder Pills.



Mr. G. J. GOODALL, (from Photo.)

I could only bend with great difficulty. I was hardly ever free from the wearying, dragging pain. I tried all sorts of advertised remedies, without success, until 18 months ago I was given a sample box of De Witt's Kidney and Bladder Pills, and was astonished at the relief they gave me. I bought some more and continued the treatment, and after a short time I found I was absolutely free of my complaint.

This statement was made in 1914. In 1919, five years later, Mr. Goodall says:—

"I am now over 60 years of age, and in very good health—thanks to De Witt's Kidney and Bladder Pills. I always keep them in hand, and always recommend them as being the best thing I know of for kidney troubles."

De Witt's Kidney and Bladder Pills cure by going straight to the kidneys and bladder. Within 24 hours they are guaranteed to relieve the pain, and a blue tinge in the urine proves to you that the healing ingredients have moved right through the kidneys and bladder. This blue color is their distinguishing mark. A perfectly safe and natural remedy, they never fail to give relief and hardly ever fail to cure permanently.

In a recent test, out of a hundred bad cases of kidney and bladder trouble, ninety-seven of them were positively cured by De Witt's Kidney and Bladder Pills. Of the other three, although you feel cases, two got so much benefit that they thought they were cured, but were not realistic. The remaining one was a failure—the disease had gone too far.

De Witt's Kidney and Bladder Pills have cured many well-known cases. That blue-colored urine positively proves to you that every part of the De Witt's Pills has gone straight to the kidneys, as no other pills do.

De Witt's Pills

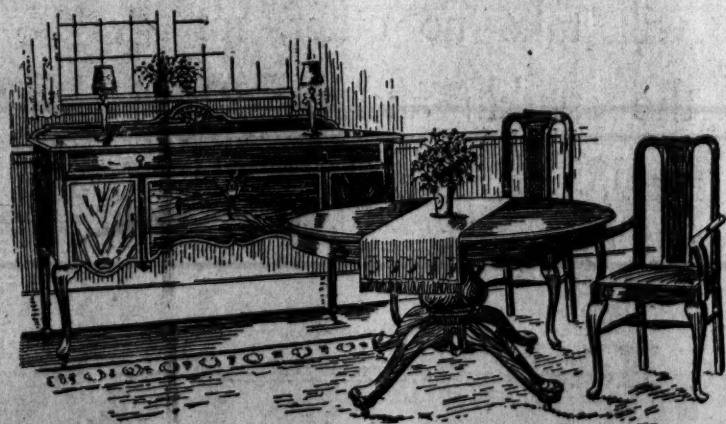
KIDNEY & BLADDER

When you buy the pills, be sure they are De Witt's in the red boxes printed in red and gold, with the red wax seal on the bottle. Give them a fair trial, and prove for yourself what relief they bring. If you would like any further information on this case send a post-card to the makers—E. C. De Witt and Co., Chemists, E. Croydon, Surrey, England, and enclose this paper. De Witt's Kidney and Bladder Pills are sold by Chemists and Storekeepers everywhere in every part of the civilized world. If you have any difficulty in obtaining genuine De Witt's Kidney and Bladder Pills with the red seal on the cork, write to The Shanghai Dispensary, Poochow Road, Shanghai.

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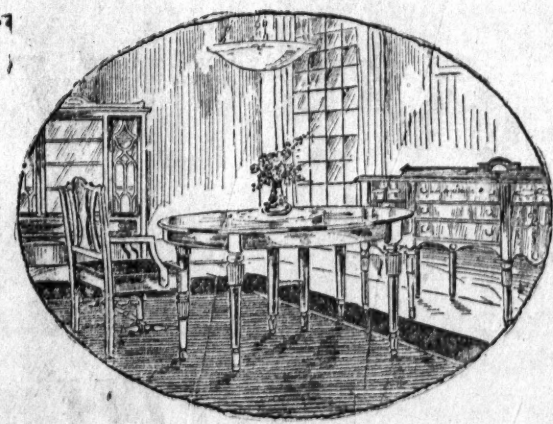
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SKATING COSTS; DANCING PAYS

Paris Subsidised Rink, But
When It Is Put To Other Use
Plans To Share Profits

Paris, September 4.—The municipal authorities are wondering if they ought to follow up the rashly taken vote concerning a Paris dance hall which it once subsidised when the hall was used as a skating rink. When it renewed its contract the council agreed to subsidise half if it remained a skating palace.

New owners came along, however, and dancing being today more profitable than skating, they immediately wanted to turn the hall into a dancing palace. But the permission of the Municipal Council was necessary. When the matter was laid before it the council appointed a reporter, and he is drawing up a statement. With the city's financial situation in mind he approved the measure, but inserted certain clauses in the draft under which the City of Paris should share in the profits of the dance hall, the owners should pay to the city 5 percent of all the receipts above \$40,000 a year and 10 percent on the receipts above \$200,000 during the first six years, after which the rate would be increased to 8 and 12 percent. Classified with other documents to be brought before the council, the report was approved, with a show of hands, none of the councillors having been informed of the report or knowing its contents.

Now the Prefect of Police for the Seine Department is wondering whether he should approve the measure or cancel the council's vote contrary to custom.

Garments Of String Suit English Woman

London, August 24.—Jumpers made of string trimmed with dyed or natural string knotted like a hammock mesh, worn over and held by a string girdle with bell rope end, poppy red linen skirts, or even white, are popular with smart English women. So are early autumn dresses elaborately embroidered with hemp.

Under Secretary For Ireland



Sir John Anderson, whose position, as Under Secretary for Ireland, is difficult in normal times, is doubly so during the present crisis. Sir John is one of the brilliant younger men in the British Government, and his work in Ireland has won him unstinted praise.

St. John's University News Items

A dramatic club has been started in the University by the students. The aim of the Club is to promote the interests of students in modern drama and to cultivate the art of depicting social conditions on the stage.

The September issue of St. John's Echo is out this week.

The College Debating Team, which will represent St. John's University in the coming East China Intercollegiate Debate, is being chosen. Two members of last year's team, P. T. Zung and Y. Z. Koo, will serve. A third member and an alternate member are being chosen by a competitive trial.

Mr. Charles Crane, Minister of the United States to China, visited the University on Tuesday.

Mr. Robertson, of the Y. M. C. A. Lecture Department, will lecture on wireless telegraphy and telephone at the University on the coming Monday.

Mr. E. H. King, instructor in the department of mathematics, spoke before the College Science Club on "Cast-Iron Water Pipe" on Thursday.

A group of students of biology, took a trip to Soochow with Prof. W. M. Porterfield, with the object of collecting biological specimens and of studying the various types of wild plant life. The party started on Friday and will return today.

The St. John's football team has been called out for regular practice by Captain Nyles. St. John's is looking forward to a good season this year. A large number of candidates for football honors are in evidence and

a good number of letter holders last year are on hand. Professor Pott is the resident coach and the team hopes to get the services of Mr. W. G. Clifford, a well known Shanghai player.

Professor C. F. Remer, of the department of economics, began a series of lectures at St. Mary's Hall on Thursday evening. The

lectures are upon "The Economic Basis of China's Difficulties." It is hoped that a series of lectures by a member of the St. John's faculty will be an annual feature at St. Mary's.

Mr. John Magee of the American Church Mission at Nanking was a visitor on the St. John's compound during the week.

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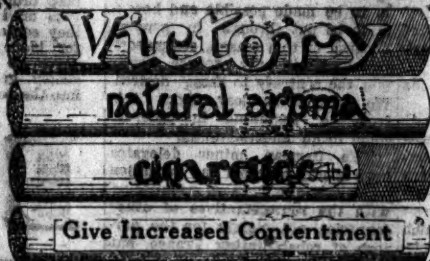
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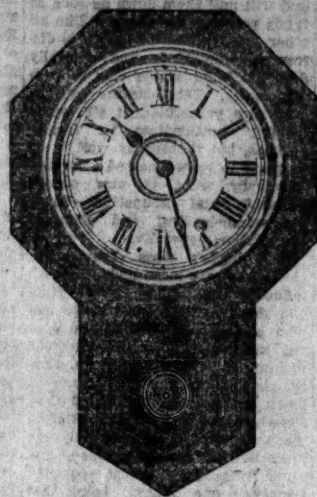


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SPEEDY RECOVERY SHOWN BY FRANCE

Of 11,500 Factories Destroyed 3,540 Are Running Again And 3,812 Rebuilding

13,000 HOUSES CONSTRUCTED

134,000,000 Cubic Meters Of Trenches Filled—Figures Given

"The Latest Facts About France," a resume by Andre Tardieu, former French High Commissioner to America and now President of the Committee of the Devastated Regions, expressing "what France has lost and what France has restored," was made public yesterday by the Bankers Trust Company. It was felt that these facts and figures about France would have a peculiar interest to Americans now because of the approaching maturity of the French loan.

The figures first show that in 1913 France's interior debt was 35,000,000,000 francs, and in 1920 it is 176,000,000,000 francs. There was no foreign debt in 1913; in 1920 it is 83,000,000,000 francs. (The exchange of April 15, 1920, is employed.)

In 1914 the taxes were 4,724,000,000 francs; in 1920 they are 18,700,000,000. The proportion of taxes paid in 1913 by the ten departments invaded and devastated was 15 percent of the total. France's total war expenses were 200,000,000,000 francs. The amount necessary for reconstruction is figured at 152,000,000,000 francs. The present value of capital necessary for pensions for widows, orphans and wounded is 58,000,000,000 francs.

Of the population 2,728,000 persons were driven away from their homes by the war; 2,023,000 had returned up to April 1, 1920. Of the 4,083 municipal governments destroyed, 4,006 have been re-established; of the 6,445 schools that existed before the war, 5,345 have been reopened.

Under dwelling houses, Mr. Tardieu shows that 574,777 were damaged to the extent of being one-half or wholly destroyed; 13,100 have been rebuilt, 178,500 have been repaired and 46,570 temporary houses are in use.

"The temporary houses and those rebuilt and repaired," he says, "shelter 887,000 people. The rest of the returned population have found quarters in undamaged houses."

It is shown that about 9,163,500 acres of arable ground was torn up by shell fire and troops; that projectiles have been removed from about 9,163,500 acres, and barbed wire from about 6,765,000 acres. About 3,800,000 acres have received first plowing. One hundred, and thirty-four million cubic meters of trenches have been filled, and 182,000,000 square meters of wire entanglements removed.

74,000 CATTLE RETURNED
Of the animals taken away by the enemy 74,000 head of the 523,000 head of cattle have been replaced; 4,400 head of the 367,000 horses and mules, and 43,000 head of the 495,000 head of sheep and goats that were taken away have been replaced.

"Lack of shelter," he says, "has not permitted the introduction of more animals. Germany is behind the estimated schedule in returning cattle taken away."

The 1,400 miles of main railways

New York Girl Murdered, Money And Jewels Missing



Mrs. Blanche Schulz, twenty-one-year-old wife of Frank Schulz, of New York, whose body was found brutally murdered at Grantwood, N. J. The body was found by a youth buried under a grave of leaves. Mrs. Schulz had been missing from her home four days before her body with her skull broken in was discovered. Clashed in the girl's hand was a man's gold watch chain. This is practically the only clue that the authorities have to trace the slayer. The police have been unable to establish a positive motive for the crime, but say that the girl was slain while on an automobile ride. Her husband said that she had with her \$600 and five diamond rings.

destroyed have been entirely repaired; 740 miles of the 1,480 miles of branch lines have been repaired. Four hundred and eighty-five miles of the 1,000 miles of canals that were destroyed have been repaired.

Thirty-two thousand miles of roads were destroyed; 1,122 miles have been completely restored, and 10,000 miles have been repaired in part.

Of the 11,500 factories destroyed, 3,540 are working again and 3,812 are in process of rebuilding. A census taken in 3,508 factories shows that in 1914 679,000 workmen were employed and in 1920 259,000 were employed in producing and 82,000 in repairing, making the total for 1920 340,000.

Of the 72 blast furnaces in operation in the iron industry in 1914, only 17 were operating at the time the report was prepared, but 20 more were nearly ready to be lighted. The daily average production is 140 tons of pig iron to each furnace.

"The twenty furnaces nearly ready have not been put into operation for lack of coke. They require 4,000 tons of coke daily," the report says.

STEEL INDUSTRY 50 percent
The iron and steel industry in the invaded districts, which represented 85 percent of the total French production before the war, has been re-established in the proportion of 40 to 50 percent in all its branches, except the heavy steel works (about 14 percent restored), and the rolling mills (about 3 1/2 percent restored), all the rolling mills having been dismantled and the machinery taken to Germany, where it has been found. The rolling mills are being put in order again.

The French Government spent 10,000,000,000 francs to put in order the coal mines in Donal, occupied by the Germans and the production shot up from 23,577 tons in April, 1919, to 139,831 tons in April 1920.

"Before the war," says the review, "the annual French production was 42,000,000 tons. At present the French production exceeds 2,000,000 tons a month. The annual French consumption is 75,000,000 tons."

Under "general economic situation" is a comparative table for the first five months of 1919 and 1920, which shows the comparative exports and imports in millions of francs. The table follows:

	1919	1920
Food	2,355	2,287
Raw material	4,870	6,394
Man'fact'd article ..	3,190	3,380
Packages by post....	10,115	13,041
Exports	1919	1920
Food	243	577
Raw material	328	1,586
Man'fact'd articles ..	1,344	3,583
Packages by post ..	202	219
	2,115	5,970

The exportations have nearly tripled and the excess of importations over exportations is 7,000,000,000, instead of 8,000,000,000, the review continues.

"At present, even including the foundries of Alsace-Lorraine and of Luxembourg, the production of iron barely exceeds 27 percent of the pre-war output of the French foundries. Production cannot be increased until the necessary coke can be obtained. Germany delivers to France insufficient quantities, in spite of the Peace Treaty."

The following table shows the agricultural situation. The figures are in hectares, which are equal to

	1914	1919	1920
Wheat 6,060,000	4,579,000	4,896,000	
Rye .. 1,050,000	825,000	906,000	
Oats .. 3,590,000	2,758,000	5,314,000	

"Peace through the return of Alsace and Lorraine gives to France a privileged situation in regard to the iron industry, potash and textiles," the report says.

"In regard to the iron industry, the situation is as follows:

	Production in France (tons).
Iron Ore—	
Before war	20,000,000
After war	48,000,000
Pig Iron—	
Before war	5,200,000
After war	12,900,000
Steel—	
Before war	5,800,000
After war	11,000,000

"In regard to potash, the deposits of Alsace bring to France, a wealth that will permit her not only to fertilize her own soil, but to export a considerable quantity of fertilizer."

"The deposits can be estimated at 1,500 million tons of Eylvite (chlorate of potash and magnesium), containing about one-fourth weight of pure potash."

"In 1913 the extraction was 350,000 tons. It would seem to be possible to bring the amount up to 5 million tons, furnishing about 1 1/4 million tons of pure potash and allowing a net profit of more than 100 million francs."

"In regard to textiles, the well-equipped factories of Alsace and Lorraine represent an addition of one-fourth to the French production of wool and will permit doubling the exportation in cotton goods (92,000 tons, as compared to 46,000 tons before the war.)"

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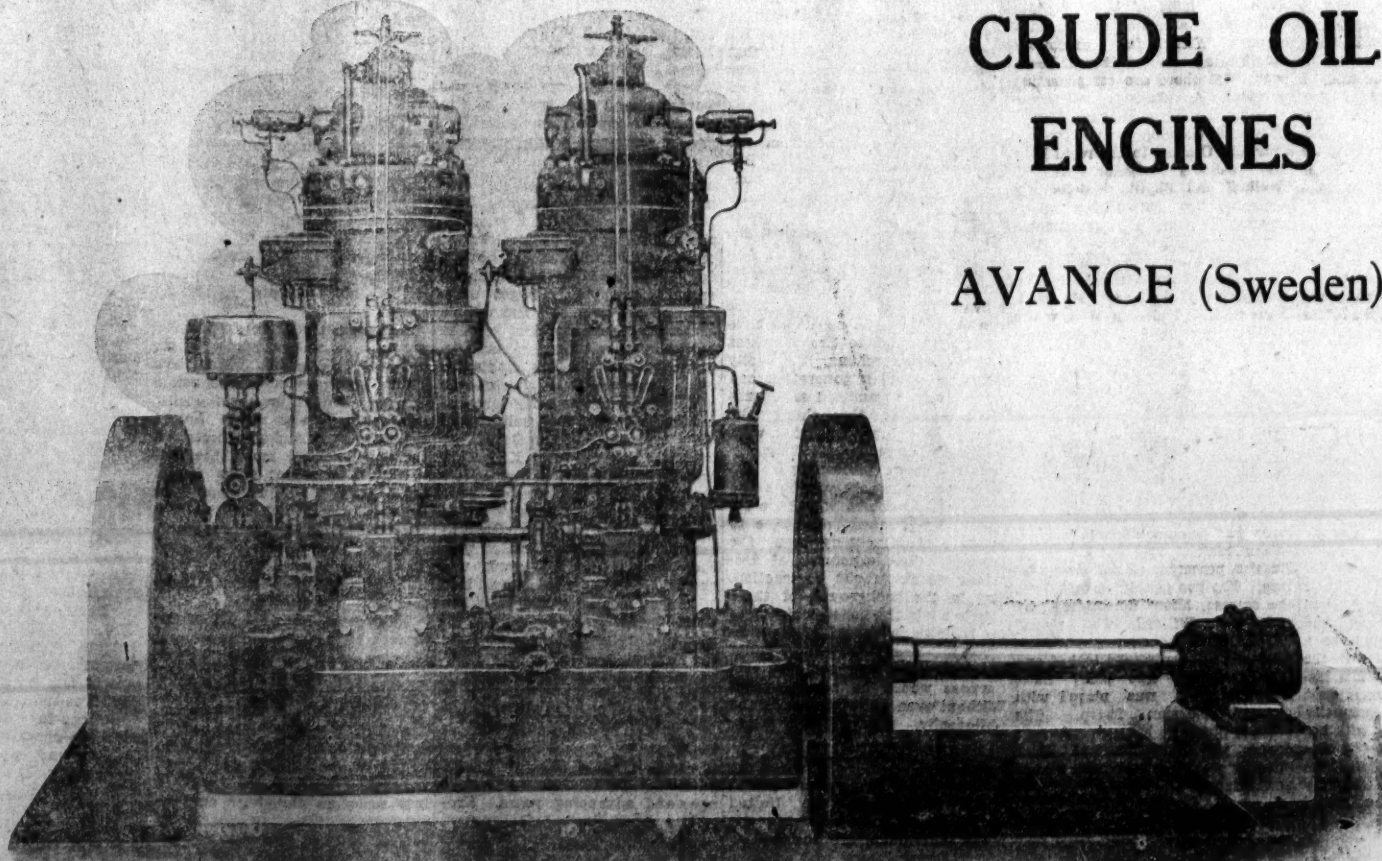
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WEATHER

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BIRTH

JONES: On Saturday, October 23rd, 1920. To Mr. and Mrs. Frank W. Jones, of 11 Darrock Road, Shanghai, a son.

33055

MARRIAGE

BURKE-SHAININ: Miss Fanny Shainin, daughter of Mr. and Mrs. I. Shainin, of Shanghai and Mr. R. E. Burke of New York, formerly of Standard Oil Co., Shanghai, were married in New York on September 4th, 1920.

Today's Church Services

Holy Trinity Cathedral.—Twenty-first Sunday after Trinity. 8 a.m. Holy Communion (and at Bubbling Well Chapel); 10:30 a.m. Matins and Sermon: Psalms 116, 117; Lessons, Ezekiel xiv. 1, Peter iv. 7-11; Anthem, "Jesu, Joy of Man's Desiring" (J. S. Bach); Hymns, 37, 432, 461; Preacher, Rev. W. Robbins, M.A. 3 p.m. Sunday School; 6 p.m. Evensong and Sermon: Psalms 128, 129, 130, 131; Walsley in D minor; Lessons, Ezekiel xxxiv. 1-20, St. John xvi. 1-15, 23-24, 214; Preacher, The Sub-Denn.

St. Andrew's Church, Broadway.—10:30 a.m. Matins: Psalms 116, 117; Lessons, Ezekiel xiv. 1, Peter iv. 7-11; Holy Communion and Sermon: Hymns 37, 432, 461; Preacher, The Sub-Denn.

St. Joseph's Church, Masses.—At 6, 7, 8:15 and 10 a.m. At 10 a.m. High Mass. Sermon in French. At 4 p.m. Benediction of the Blessed Sacrament. Masses on week-days 6, 7:30 a.m.

Shanghai Free Christian Church. (Corner of Range and Chappoo Roads).—The services in the above will be conducted as follows: Morning 11 a.m. by Mr.

D. E. Hoate; Evening 6 p.m. by Rev. F. W. Baller.

Christian Science Society of Shanghai. Masonic Hall, The Bund. Sunday Service 11 a.m. Subject: "Probation after Death." Sunday School 10 a.m. Testimonial Meeting Wednesday Evening, 6 o'clock. Reading Room open daily except Sunday from 10:30 to 12:30 at No. 21 Nan-king Road.

St. John's Pro-Cathedral, Jesuit.—Evening Prayer in English at six o'clock. Preacher, Rev. M. H. Throop, M.A.

Union Church.—11 a.m. Preacher, Rev. A. Norman Rowland, M.A.; Subject "Vocation;" Chant 22; Anthem "The Lord is my strength" (Monk); Hymns 3, 129, 377. 6 p.m. Preacher, Rev. A. Norman Rowland, M.A.; Subject "A Revelation;" Chant 54; Anthem Magnificat (Bunnett in F); Hymns 529, 414, 553.

Community Church.—(American Song Service)—At five o'clock, Masonic Hall, 30 the Bund. Speaker: Mr. J. H. Goldart, Church and Student Secretary, Y.M.C.A. Subject: "The Program of a Life." Solos by Mrs. P. L. Kurt and Mr. E. J. Dingle.

LONDON SILHOUETTES

BY JAMES GIBBONS HUNEKER

FEW weeks ago I spoke of the remarkable vitality of English actors and singers. I was forcibly reminded of this trait when I saw Albert Chevalier at the Lyceum in a play called "My Old Dutch," which is a favorite sketch of his expanded into several acts, written by the star hand Arthur Shirley. Now, it is all of twenty-five years since this capital comedian stood on the boards of the New York Garrick Theater, then Harrigan and Hart's, if I am not mislead on my dates. He delighted us with the pathos of "My Old Dutch," "Little Nippers" and the broad humor of "Knockin' 'em on the Old Kent Road." I could have sworn that it was the same Albert Chevalier I saw and heard the other night here. His art has mellowed, but his heart is still young. Like Joseph Jefferson in "Rip Van Winkle," Chevalier never seems to grow older. He is drawing big audiences, I am glad to say.

Another instance of the preservative air of London is Courtice Pounds, who appears nightly in "Chu-Chin-Chow." Mr. Pounds was once the rage in "The Mikado" as Nanki Poo at the old Fifth Avenue Theater. I think Geraldine Ulmer was in the cast, and remember seeing Sir Arthur Sullivan conduct ("Ruddigore"?), but these don't matter as much as my present mignon, Courtice Pounds himself. The period was as long ago as 1887 or 1888. Lilli Lehmann, then in her glorious artistic prime, a goddess in her majestic beauty, was often seen in a stage box at the "Mikado" performances. She had taken the young English tenor under her wing, or wings; naturally, this was before her husband, Paul Kallisch, came on the scene. And today Mr. Pounds, who must be a grandfather, disports himself in the Oscar Asche production at His Majesty's Theater, while Lehmann, past three score and ten, occasionally electrifies Berlin audiences with her singing. Calve too was heard this summer in London. But the greatest of Carmens has publicly announced her permanent retirement. I don't believe her.

But if people grow old slowly in Europe, the majority never, seemingly, grow up at all. I mean be- come sensible. Just now they are un- dergoing like a gang of naughty schoolboys. After the Franco-Prussian war there was written a witty pamphlet, "Dame Europe's School," which caused merriment in both hemispheres. What Europe most needs at this moment is a stern schoolmaster with a ringing birch rod. A map on horseback, if you will, who will not shoot the con- tentious imbeciles, but instead spank them. This means some diplomats as well as the red devils of anarchy.

And speaking of anarchy, I saw the much talked of picture, "The

Land of Mystery," at the Pavilion. It has been called anti-Bolshevik propaganda and had the distinction of arousing comment in Parliament. More than 30,000 people visited the show the first three weeks; indeed, it is sensational in a decidedly un- pleasant fashion. Only the per- formances of the Grand Guignol in Paris are more sanguinary. The wonder is that with all the wealth of novel material the film isn't better than it is. The scenario is by Harold Shaw, and is the usual sentimental concoction; it recalls George R. Sims at his worst. What the master hand of D. W. Griffith would have accomplished we may surmise. With a few exceptions the lighting is indifferent, even poor. But there are compensating episodes. A skating ballet, the scene of the Imperial Opera House, Petrograd, showing the unfortunate Czar and Czarina in the royal box; solo dancers impersonated by Nikiforoff and Phyllis Bedells, the audience, an astonishing effect, especially when the fashionable gathering arises to salute the Czar to the sound of the national anthem. The scenes of the uprising of 1917 the fighting on the Nevsky Prospekt, Petrograd, and also in Moscow are thrilling, horribly so. We see noble folk both sexes, facing the wall and shot in the back with a revolver. We are shown a dungeon in the fortress of St. Peter and Paul the Black Hole of Calcutta outdone in repulsive cruelties. There is, of course, a lot of obviously faked effects. To begin with, the cast capable as it is, has the drawback of being nearly all English. This mars the vraisemblance; English actors can't very well mimic Russian peasants, officials or noble men. Two genuine people were the actress, Mme. Komissarjisksky and Peter Wilford, who played Finkelstein. She was very clever. He made up as Trotsky looked and acted the part. The scry hero, Leno (Lenin) was played with pathos by Norman Tharp. The peasant girl, who becomes a famous dancer, was Edna Flugrath. Her dancing was the best part of her performance.

I couldn't again sit through two hours of ghostly history; but I fear I'm not a "movie fan." The haste that can endure this sort of thing week in and out is simply de- bauched. The "movies" are on the same elevated plane as the dime novel used to be a half century ago. Blood and thunder, and more blood than thunder. The music accom- panying the "Land of Mystery" is semi-Russian—Rubinstein's "Valse Caprice in E flat" (for solo piano), the last movement of Tchaikovsky's Pathetic Symphony, and Rach- maninov's "Prelude in C sharp minor," which I once described as a dirge, for a Beethoven piano- tinner. But played at the close of the picture when Leno-Lenin dis- covers that he has condemned his

(Continued on Page 20)

Red Record Of Failure And Of Innocent Victims

Fifty Years Of Sporadic Anarchism, In The Light Of The Bomb Theory Of The Wall Street Explosion—Failure Of The Law To Limit Sales And General Circulation Of Dynamite And TNT.

BY WILLIAM L. CHENERY
(New York Times)

SUPPOSING that ultimate evi- dence allays the last doubt that the explosion which spread desolation from the very heart of Wall Street was an accident—the bomb which took so great a toll of life among un- offending men and women was the instrument of a characteristic crime in the long story of the Propaganda of the Deed.

Murder is as old as mankind, but terrorism for political or re- volutionary purposes is a relatively new doctrine. Hardly fifty years have elapsed since Michael Bakounin, whose twisted mind was the natural product of the terrible Russia of the old Czar, attempted vainly to convert the working classes of the world to his gospel of death and destruction. Bakounin failed in his great effort. His followers be- came Ishmaelites, driven from the ranks of Socialist and trade union- ists in all of the modern in- dustrial countries. Nevertheless, sporadic groups have taken up the doctrines of the terrible exile. As true followers of a man who in his insane hatred of things as he saw them became an actual wor- shipper of a personified Satan, they still endeavor with mad de- vility to kill and destroy.

It is a curious and sad chapter in the history of the human race that records the vain deeds of these deluded men and women who by dynamite and with even more powerful explosives have at- tempted to blast a road to their revolution. Little has been achieved by the misguided ter- rorists except the retardation of the causes they professed to serve and the destruction of many in- nocent people. The men aimed at have usually escaped. Folk out- raged by any controversy have been killed. The bomb thrown at a King has more frequently hit a workman. The mortality among ter- rorists themselves has been ex- ceedingly large. If ever insanity in public action has been shown by a class, the individuals who members of which seemed to be rational creatures, it has been shown in the record compiled by men and women here and there who have been exponents of this mad doctrine called in their own fargon the Propaganda of the Deed.

MADE IN RUSSIA

Russia, the Russia of the Ro- manoff and not the Russia of the Soviets, gave to the world the philosophy which taught that dynamite was the poor man's weapon. Destruction, Bakounin held, had to precede the build- ing of a world more after the revolutionary desire, and his im- mediate disciples held that dynamite was the gift of science by means of which the proletariat might achieve its purposes. But it was not until 1869 that Bakounin began his futile effort to per- suade the International Working Men's Association (founded in 1864 in London) to adopt his teachings. The leaders of that body, of which Karl Marx was chief, defeated Bakounin and wrote a rule by which all of the succeeding terrorists were to be automatically expelled from the Socialist and Labor Parties. But the militant minority has con- tinued in exile and occasionally breaks forth to vent its repressed hates and to throw its revolu- tionary boomerang.

Of course, not all the murders and destructions wrought by private acts during recent times are attributable to men who have been converted to the doctrine of terrorist anarchism. The Molly Maguires, who, a generation and a half ago, committed such en- dless outrages throughout the Pennsylvania hard-coal fields, were not consciously animated by any revolutionary philosophy. No more have been other unions and groups of workmen who have re- sorted to violence from time to time in this country been the class-conscious exponents of doctrines which taught destruction. But in the background of these acts has lain the belief, which does go back to the creed of the de- structive anarchists—the belief that by terrorism some useful purpose would be accomplished. Without even knowing clearly the philosophy, many have acted upon it.

YOUTHFUL TERRORISTS

Terrorism has never gotten much of a hold in the United States, but, unfortunately, not many individuals are required to do a faithful sum of damage. Since the Haymarket riot in Chicago anarchism in this country has, in fact, had exceedingly few followers, even though to the act of one of them was due the assassination of President McKinley. The few who have become actors in the famous crimes of anarchy have furthermore been for the most part almost exclu- sively very young men. Professor W. A. Bonger, the Dutch author- ity, who has studied the careers of political criminals in Europe as well as in the United States, says that, so far as his records go, none was over 32 years old. The men who have as terrorists accom- plished the worst deeds in 1892

the twenties and in the early thir- ties. Of the kind of man who has been historically guilty of such crimes Professor Bonger said: "In disposition they were excitable. As soon as an idea took hold of them they thought of nothing else. Chance brought them into contact with anarchism, which immedi- ately made a conquest of them. Brought up under another en- vironment, they would have be- come, for example, religious de- votes; in fact, Cesario, Salvador, Vaillant, Cuyot and Henry were such before becoming anarchists. "Extreme individualism is also a characteristic of theirs. They follow discipline, from which it follows, they nourish a fierce hat- red of militarism. Even a mild form of discipline, such as that of a party of which one volun- tarily becomes a member, is insup- portable to them. Some have be- come Socialists, but soon have left the party. Among these was Henry, who says in his defense: "For an instant I was attracted by socialism, but I did not delay in separating myself from this party. I had too much love of liberty, too much respect for in- dividual initiative, too much re- sistance to incorporation to take a number in the enlisted army of the fourth estate."

COMMON TRAIT OF VANITY

"Another characteristic of nearly all active anarchists is great vanity. Luchet, for instance, in speaking of his crime, said: "I wanted to kill a person of prom- inence because that would get into print." Vaillant had himself photographed before making his attack, distributed his portraits right and left, and when arrested asked whether the journals had printed his picture.

"These individuals, excitable, vain, with little intellectual capac- ity, and ignorant in addition, but oppressed by their own poverty and that of others and filled with a hatred of society, come into contact with anarchism. The absurd idea that has been instilled into them it is pos- sible for society to be reorgan- ized at a single stroke, and that to attain this and it will be nec- essary to use violence."

"As in the case of all other crimes, I find for anarchism only social causes, and, in the last analysis, only economic causes. To be sure, the individuals who commit these crimes are already predisposed in that direction, but his is true of other crimes also. Only the predisposition in these latter is simple, while that which leads to anarchistic crimes is more complex. However, this pre- disposition explains nothing. I would ask those who think that only individual factors play any part, whether fanatical persons with all the characteristics of an- archists of our time have not been found in all ages and countries. Every one, I think, will answer in the affirmative."

"Well, these anarchistic crimes have occurred only during a cer- tain period and in certain coun- tries. It is in the environment, alone, then, that we find the causes of active anarchism, the poverty and the ignorance in which the lower classes live."

SOME MILD TERRORISTS

This type of excitable youth was drawn by the anarchist doc- trine of violence. Russia, Italy and Spain, as the nations in which the masses of the people lived at the lowest level during the last decades of the nineteenth century, seem to produce the largest num- ber of converts to Bakounin's cause. Prince Kropotkin, who, in his later years became as mild an anarchist as was New England's own Emerson, was one of the philosophers of the early terrorist movement. He, too, believed in the Propaganda of the Deed. As has been pointed out, Kropotkin's last little book in 1879's thought that the masses were ready to rise at a moment's notice to tear down existing Govern- ments. "They were obsessed with the idea that only a spark was needed to set the whole world into a general conflagration." When they found that the masses of mankind refused to ignite from the anarchist spark, they con- ceived the notion of preaching by violent act.

"A single deed," said Prince Kropotkin in the excitement of his youth, "makes more propa- ganda than a thousand pam- phlets." In the scholastic middle age and advancing years, Kro- potkin's faith in violence anner- ed to give way before doctrines more akin to those of Tolstoy, but the notion of the propagandist power of violence persisted. In this country we had anarchists long before destruction was identi- fied with anarchy. Some of the earliest social reformers, and literary men were anarchists. The violent variety has had, in truth, only a small number of believers in the United States. The coun- try really became aware of them at the time of the Haymarket riot in Chicago.

PROPAGANDA OF MOST

During a few years prior to that catastrophe violent anarchism had been preached in a few American cities. Johann Most came to the United States in 1882

and began preaching the terrorist ideas which had been sowed from Russia. Most had had a peculiarly unhappy life. At first, as he arrived at maturity, he be- came a Socialist leader and was elected to the German Reichstag in 1874. He was compelled to leave Germany as a consequence of the anti-Socialist law, and then it was that he publicly turned to anarchy. His teachings were ter- rible beyond words. He wrote a pamphlet on the scientific art of revolutionary warfare. According to Robert Hunter, who saw the pamphlet, Most described in de- tail where bombs should be placed in churches, palaces and ball- rooms.

He counseled individual action, so that groups might suffer as little as possible said Hunter, who continued: "His pamphlet also contains a dictionary of poisons which may be usefully employed against politicians, traitors and spies." According to Most, either the terrorist ever was cutting off the heads of his enemies or his own head was being cut off. Most, it ought to be noted, was expelled from the German Socialist Party because of his teachings. He was the leader, however, who intro- duced the violent philosophy into this country. The Socialist Party was divided and Most, by his eloquence, was able to obtain leadership in the larger wing.

The movement he had started continued until the Haymarket riot. At a strike at the McCormick reaper works the police had opened fire upon a crowd, killing six and wounding many others. The anarchist Spies, a follower of Most, then went to an anarchist paper and composed a circular calling on the workmen of Chicago to avenge the killing of their comrades. Five thousand copies of the circular, printed in German and English, are said to have been distributed in the streets. A mass meeting of protest was held the day after the strike disaster—May 4, 1886.

Carter Harrison, Sen., then Mayor of Chicago, went to the Haymarket meeting, where he found about 2,000 working peo- ple. Mayor Harrison is said to have reported to the police official at the nearest station, a Captain Bonfield, that "nothing had oc- curred, or was likely to occur, to require interference." Nevertheless, on Harrison's departure the Police Captain, with 176 patrol- men, decided to disperse the meeting. In the disorder which followed a bomb was thrown which killed many policemen and which injured others.

SABOTAGE AND THE I. W. W.

That marked that culmination and the ending of the preach- ing of terrorist methods in the United States. A doctrine which pro- duced such results could not be tolerated, and it was not. Since the Haymarket riot the teaching of the terrorist philosophy in this country has been isolated and clandestine. Even the anarchists, such as Benjamin Tucker, who eschewed violence from the very outset, became fewer. Not until the beginning of the present cen- tury did the old philosophy—the Propaganda of the Deed—appear in a new form. Then it emerged chiefly as sabotage rather than as terrorism. This happened when the I. W. W. broke away from the Socialist Party. William D. Haywood and others in 1911 began to argue that, since "the present laws of property are made by and for the capitalists, the workers should not hesitate to break them."

The conflict of principle between progress in accordance with the law and terrorism, which two generations previously had exiled the anarchists from the Socialist International, was again fought out within the ranks of American socialism. The more the ad- vocates of violence were driven out, Morris Hillquit was the leader in the attack on the new advocacy of lawlessness. Hillquit insisted that a resort to law- breaking and violence was "ethi- cally unjustifiable and tactically suicidal."

He pointed out that all of the various forms of lawlessness and violence, terrorism, direct action, Propaganda of the Deed, had served chiefly to injure the group which used the method. Criminals concealed their depredations under the cover of the revolution- ary movement. Spies and agents provocateurs led simple workmen into senseless slaughter and de- struction. "It has invariably served to demoralize and to de- stroy the movement, ultimately engendering a spirit of disgust and reaction," said Hillquit.

Such is in fact the history of terrorism not only in the United States but in the world. But in spite of its suicidal consequences, in spite of the fact that terror has retarded rather than advanced so- cial progress, there seems to be a continuing line of these weak- minded criminals who medly dream that by dealing out sudden death they can accomplish their ends. These uncontrolled in- dividuals, sometimes isolated ex- cepts of the philosophy of ter- rorism, and again merely de- vout and unscrupulous ad- vocates of some idea or cause, are

chargeable with most of the out- rages which have brought trouble to this land.

SOME AMERICAN PRECEDENTS

Whether the explosion in Wall Street was accidental or the re- sult of a carefully laid plot is a matter not absolutely settled. Much of the evidence seems to en- courage, however, the assumption that there was a master brain be- hind the movement. An interest- ing point to be ascertained is whe- ther that brain is behind an or- ganized group or whether it is one actuated by the antagonism of an individual against an individual.

We have had both kinds work- ing violence in this country. We have had radical labor agencies taking "direct action" against their so-called oppressors by having one man, or a group of men, fling the deadly explosive, and we have had attacks upon in- dividuals by "cranks" who are cued by nothing but their own emotional state. The McNamara case is typical of the first group; the attack upon J. P. Morgan by Frank Holt is typical of the second.

The outlines of the case in Wall Street, so far as ascertained, seem most closely to resemble those of the McNamara case in Los Angeles, in October, 1911. As will be remembered, the Mc- Namara brothers bombed the Los Angeles Times Building. The bomb was thrown into Ink Alley, a narrow alleyway behind the "Times Building. Twenty-one lives were lost in the explosion that followed. The bomb was intended for the owner of the paper, who, according to the guilty men, were unfair in their attitude toward labor. It was essentially an expression of "direct action" of labor against capital.

For a long time the brothers maintained their innocence in the plot, but both finally broke down and admitted their guilt. The confession of James H. McNamara was interesting by virtue of the fact that it gave definitely the motive of the crime.

CONFESSION OF McNAMARA

"They say I will swing for this," he said. "If I swing, it will be for a principle. They could never have got me on the evidence they had, but I was afraid for John. Besides, I could not sleep. I am not afraid and I shall remain un- afraid, for myself, but I fear for John."

"Please say to the papers that I am guilty, but I did what I did for principle, and that I did not intend to murder a man. We put that bomb in Ink Alley, just as the papers have said, and we let it go off after all the men in the building had gone home. In the early morning, the clock went back on us and you know what followed. "Think what all this means to us who have been fighting, fight- ing always, for a right to live. When I set that bomb I meant only to throw a scare into those fellows who owned The Times. The paper has been fighting us for years. The situation throughout the country was critical, and so we decided that something must be done, and we were sent to do it. I was horribly shocked when I learned of the deaths that fol- lowed, but I am prepared to pay the price for my crime, if it can be called that, when it was done for principle."

It is interesting to note that the lawyers for the defense consis- tently refused to admit that the explosion at The Times Building had been caused by a bomb. They insisted that the destruction of the building and the loss of hu- man life were caused by the ex- plosion of the huge volumes of gas used for heating the metal in the linotype machines of the newspaper.

After the confession of James H. McNamara, John J. McNamara, his brother, Secretary-Treasurer of the International Association of Bridge and Structural Ironwork- ers, broke down and told of his share in the work. He also con- fessed to having wrecked the plant of the Llewellyn Iron Works in Los Angeles in December, 1910.

Attacks by individuals or groups against institutions have been rare in this country. During the war, it is true, we had numerous explosions in munitions factories, not a few of which could be traced to anti-war propagandists. In peace times, however, "direct ac- tion" or Propaganda of the Deed, has been, with small exception, directed against the individual.

ATTACK ON H. C. FRICK

The story of Alexander Berk- man's attack on Henry C. Frick is typical. That occurred in 1892, at time of the Homestead strike. Frick, it will be remembered, decided to take a stand against union control of workers in his shops. The Amalgamated Asso- ciation declined to submit to his terms and the strike was called on. What occurred at Homestead has become part of American history. A semi-military organi- zation was created by the strikers, who were fought in turn by Pinkerton strikebreakers, who were brought to the Homestead

(Continued on Page 22)

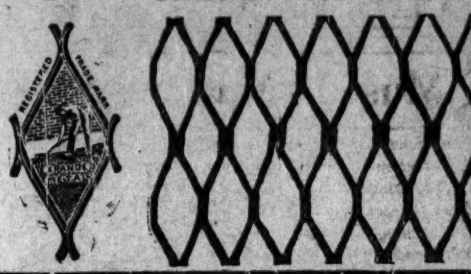
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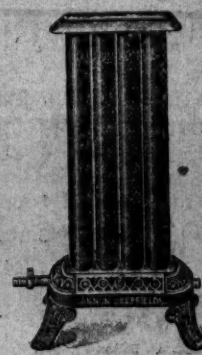
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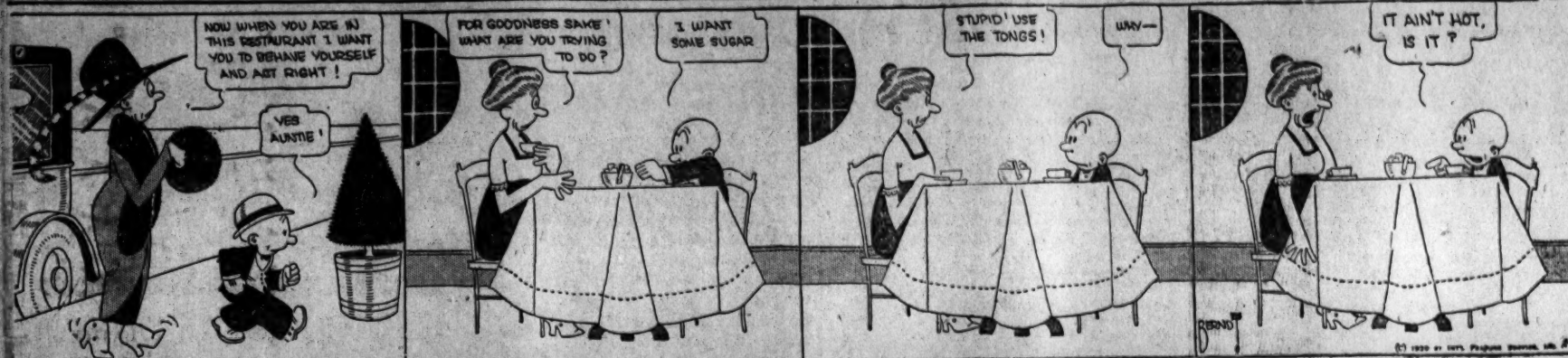
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BOOBY HATCH

Fair Enough, Air Enough.

By Berndt



Musical Matters -:- By Ronald B. Hurry

Correspondents wishing to draw attention to Musical Matters, or to ask questions, should address the writer, care of THE CHINA PRESS, enclosing real names and addresses, not necessarily for publication.

A curious reflex of the attitude of labor can be noted in the musical world. As befits a world of artists, the "sufferings" and hard-

ships in the profession of music, and suggestions for the amelioration of conditions are voiced in a tone that is generally very different to the Trades Unionist's "demands." For instance the New British Orchestra, on learning that it was impossible to raise its members' salaries to allow for increased rehearsal, unanimously agreed to give its services free for one extra rehearsal a week.

On the other hand certain

musical journals which have always in the past exercised some discretion in the printing of letters from correspondents, and are supposed to retain their editorial privileges now, show a tendency to relax their former stringency. In the instance of the ill-regulated profession of organists, some hard things have been said on one side. One professional organist suggests a compact union and a "strike," as he says, "to bring these people," (the clergy) "to their senses."

Another objects to this writer's use of the word "parson," "the man is a priest, why not call him so?" Again, the original gentleman is told that if his experience at the hands of "these people" has been so unfortunate he has the remedy in his own hands to get on quietly and look for another job. There are not wanting those who point out the peculiar nature of the church musician's work, and who regret that one who conceives his high mission to "bring people to the very gates of heaven" with his music should attempt to have that claim more generally recognized by means of the crude sledge-hammer methods of the strike. A Smillie of the profession amiably tells his brothers that "we organists must one day get the whip-hand of the clergy," not forgetting to add the number of important posts he has held, so that his fellows are invited to wonder why, unless he is an octogenarian, he didn't manage to retain some of them a little longer.

In this mostly unedifying discussion, there is more confusion of thought than "class hatred" for the "parson." With the best intentions it has been suggested that the amateur organist should be looked upon as a "black-leg," and that respectable musical journals should refuse to print advertisements for organists—"Salary £25, Apply, The Vicar," etc. But there can be no fixed salary or minimum wage in a profession where there is no fixed standard of skill required, and where the duties vary as widely as they do from the two Sunday services in the village church to the varied and important duties of great cathedrals and parish churches. You cannot afford to keep a doctor who doesn't know what to suggest for a sore throat but in small parishes you cannot afford to pay a man who is an expert trainer of boys' voices, who can

cure diseases of bad tone and production, choose and rehearse fine music, be a masterly performer, a fine choir accompanist, and a cultured person into the bargain.

Only the class known as Labor has so far attempted to level men down to a minimum of efficiency, to attempt to be a man's output as if he were a machine, and the waste talking about his right to better himself, to his son's need of the finer things of the intellect and the imagination. Any such attempt in the arts is doomed to failure, by the very nature of the artists themselves. As for the organist, his profession is not so vitally necessary to the community that he can afford to go on strike, except to lose. He could be easily superseded in most parishes—easily, but not perhaps efficiently.

To dismiss the subject in which every organist in England must feel himself concerned, it is curious to come across this: "The whole thing seems to turn upon this, the non-recognition of the church organist as an artistic and educational agent just as much as an artist or a schoolmaster," in which the word "artist" is evidently used for a painter, a piece of journalistic slang, which cannot be too often objected to. "Until clergy and congregations realize that most organists are men of good standing and education, and that they are doing skilled work of a high and privileged order there is not much to be gained by occasional expressions of annoyance and resentment." We should be more likely to agree that "most organists" were all this if they would claim the name "artist" for themselves, however humble and so avoid being confused with people who connect Art with picture galleries exclusively, and not with Queen's Hall or the organ loft.

San Francisco's War memorial takes the form of a hall in honor of the men who gave their lives for their country. It has been built at a cost of two-and-a-half million dollars, and includes a music school, a symphony hall, a smaller hall for chamber music and an opera house, and also office accommodation for the headquarters of the American Legion. It may be supposed that San Francisco has not yet got a Band Committee.

M. Louis Abbiate, who has lately returned to France after many years' experience as a professor at the Conservatoire at Petrograd, three of which have been under

Soviet rule, gives some interesting though guarded information in Le Menestrel relating to music under Bolshevism. Although this power has, he says, destroyed everything else, music, along with the theater and ballet, has managed to exist. In the theaters of the chief cities the audiences consist almost entirely of Red Guards and sailors, and the work-people, as the new grand scene-cars have their companies of artists attached to the barracks and factories.

These performers are little more than slaves. They are paid barely enough to keep body and soul together, they have small means of conveyance, none after 6 p.m., when the trams stop running, and are compelled to hurry on foot with their instruments from one place to another to fulfill their numerous "commands." Exhaustion and fatigue overtake many, while the Conservatoire professors were, in the writer's time, decimated by reason of privations and ceaseless work. Yet the "powers that be" insist that music shall be cultivated as a means of educating and amusing the pro-

letariat. Governments, they would have the people believe, are powerful enough to turn even the laws of Nature upside down, and to render the tree productive while destroying its root. Art will certainly not flourish, or even continue in being under such conditions. The musician needs many years of training and study, even supposing he possesses the requisite natural talent, and if he is to expect no higher remuneration or recognition than this, he will seek other means of subsistence. Art is a fair and noble flower which needs to be cherished and tended. It will not be forced, and if the spiritual soil of a country is denuded of all which promotes the prosperity and happiness of man, then it will die a natural death with all the hopes and aspirations of the people.

Unconquered

By Ella Wheeler Wilcox

However skilled and strong art thou, my foe;
However fierce is thy relentless hate,
Though firm thy hand and strong thy aim, and straight
Thy poisoned arrow leaves the bended bow
To pierce the target of my heart, ah! know
I am the master yet of my own fate.
Thou canst not rob me of my life estate,
Though fortune, fame and friends, yea, love shall go.
Not to the dust shall my true self be hurled;
When all things in the balance are well weighed
There is but one great danger in the world—
Thou canst not force my soul to wish thee ill.
That is the only evil that can kill.

BRITISH IRON AND STEEL

According to the American Chamber of Commerce in London, the British production of pig iron in July amounted to 750,000 tons, the highest monthly total attained since the armistice. The production of steel ingots and castings during the same month amounted to 800,000 tons.

These figures are considered highly satisfactory, especially in view of the fact that the production of both iron and steel has shown an almost steady increase since the beginning of the year. For the first seven months of this year production of pig iron increased by 300,000 tons and steel ingots and castings by 795,000 tons, compared with the corresponding period of last year.

It is worthy of note, says the American Chamber, that imports from the United States are increasing over prewar figures, but the most noteworthy feature of the British import returns, is the complete reversal of positions by the United States and Sweden. In July, 1913, the imports of pig iron from Sweden amounted to 2,930 tons. This figure was maintained in July, 1919, but in July, 1920 the figures had dropped to 730 tons. In July, 1913, the imports from the United States amounted to 157 tons, which dropped to 25 tons in July, 1919, but increased to 1,344 tons in July, 1920, a considerable gain over 1913.

The reduction in shipments to Great Britain may well be accounted for by the fact that the output of iron ore in Sweden is said to have decreased from 7.48 million tons in 1913 to 5.04 million tons in 1919. It is, however, thought by many people, that shipments to Germany are

chiefly responsible for the reduction since, according to a newspaper report imports of Swedish ore into Germany are being very satisfactorily maintained in spite of reduction in output.

British exports of iron and steel show large increases against 1919, except in the case of Japan, but they are still a long way below pre-war exports. In July, 1913, exports of iron and steel to the United States totaled 8,051 tons, which dropped to 1,000 tons in 1919, but in July of the present year again reached the high figure of 6,526 tons.

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THE CHINA PRESS MAIL SCHEDULE

SUNDAY, OCTOBER 24, 1920

Date and Destination	Per	Chl	Br	USA	Fr	Jap	Bag
TODAY.							
H'kong, Straits, India & Europe via Suez	Endo M.	15.30	..	..	..	..	15.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Welshwal and Chefoo	..	10.30	..	..	..	..	10.00
Amoy	Chikidang	9.00	9.00	..	..	..	8.30
TOMORROW.							
Vladivostok & Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Chefoo	..	21.00	..	..	..	..	21.00
Welshwal and Chefoo	..	21.00	..	..	..	..	21.00
Amoy and Hongkong	..	21.00	..	..	..	..	21.00
Japan via Kobe	..	17.00	..	..	..	..	17.00
Ningpo	..	17.00	..	..	..	..	17.00
Dantian	..	17.00	..	..	..	..	17.00
Vladivostok	..	17.00	..	..	..	..	17.00
Tuesday October 26.							
Hongkong and Canton	Shantung	9.00	..	..	..	..	8.30
..	..	9.00	..	..	..	..	8.30
W'wai, C'foo & T'ain	..	14.00	..	..	..	..	13.30
W'wai and Hongkong	..	9.00	..	..	..	..	8.30
W'wai, H'kong & C'foo	..	14.00	..	..	..	..	13.30
W'wai and Chefoo	..	14.00	..	..	..	..	13.30
Vladivostok and Siberia	Via P. & H.	17.00	..	..	..	..	17.00
River Ports	Train & Str.	21.00	..	..	..	..	21.00
Japan via Kobe	..	19.00	..	..	..	..	18.30
N'wai, Kobe, Yokohama, Canada, U.S.A. & Europe	..	17.00	..	..	..	..	17.00
..	..	17.00	..	..	..	..	17.00
Thursday, October 28.							
Hongkong and Canton	..	10.00	..	..	..	..	9.30
Hongkong	..	10.00	..	..	..	..	9.30
Friday, October 29.							
Japan via Kobe	Chikugo M.	17.00	..	..	..	..	17.00
Saturday, October 30.							
W'wai, C'foo & T'ain	..	9.00	..	..	..	..	8.30
W'wai and Hongkong	..	11.00	..	..	..	..	10.30
Japan, H'kong, Canada, U.S.A. & Europe	..	17.00	..	..	..	..	17.00
..	..	17.00	..	..	..	..	17.00

B Letters and boxes with cleared value at 7:30 p.m. E Registered articles at 5 p.m. on previous day.

The Chinese Post Office will close two mails daily for Tientsin, Peking, etc.
a.—at 31 for S. N. R. 23 o'clock train
b.—at 7 for S. N. R. 7:55 o'clock train
Mails closed by 7:55 train should reach Tientsin only 1 hour 25 minutes later than those closed for the previous night train.

MEN OF WAR IN PORT

Section	Date	Name	Flag and Rating
Y.P.D.W.	June 25	Abanda	Br. gun-boat
1 C.	Oct. 21	Destrea	Am. transport
U.S.N.B.	Oct. 12	Hurou	Am. cruiser
S'chow Creek	Oct. 29	M.A.S. 199	Ital. sub-chaser
S'chow Creek	Oct. 29	M.A.S. 197	Ital. sub-chaser
1 C.	Oct. 11	New Orleans	Am. cruiser
O.D.	Oct. 13	Palos	Am. gun-boat
P. & O. B. I.	Oct. 16	Sarat	Br. gun-boat
S. P.	Oct. 12	Villalobos	Jap. gun-boat
B.J.	Sep. 10	Woodcock	Am. gunboat

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DUO TO SHRINKING VALUES

Time Of Return To Normal
Conditions Miscalculated
By Congress

BY GODFREY N. NELSON
(New York Times)

Periods of abnormal prosperity are invariably followed by periods of more or less depression. The late European war created throughout this country abnormal activities in industries having to do with the production of materials used in the conduct of the war. Quite naturally this abnormal activity reflected itself in a general prosperity of all industries.

The extraordinary volume of trade caused by the war resulted in a very marked inflation of market values of practically all classes of commodities. Although nearly two years have elapsed since the armistice we are still in the midst of a period of adjustment from a war to a peace basis and very few commodities have attained their normal level of prices. The industries engaged directly in the production of war materials sustained, of course, an almost immediately loss upon the signing of the armistice. November 11, 1918, but in other industries, such as that of textiles, the decline in values has occurred largely in this year.

The present revenue act was enacted on February 24, 1919, and made retroactive to take effect January 1, 1918. Foreseeing that a period of readjustment must occur, Congress inserted in the act certain alleviating provisions that were intended to grant relief to such taxpayers as would sustain losses during the period of transition. These provisions of the law (Section 204 (a) (b) (c)) describe in detail the particular cases wherein relief could be obtained.

TIME LIMIT FOR RELIEF

Not only does the act stipulate the kind of cases to be relieved, but it limits the time within which relief from such losses may be granted. The character of losses provided for was sufficiently broad to comprehend all meritorious cases, but the limit of time prescribed proves now to have been wholly miscalculated. It would appear that Congress expected an almost immediate return to normal conditions. In fact, however, the year following the cessation of hostilities, 1919, showed no appreciable signs of return to pre-war standard of prices.

The net loss provision of the act permitted the deduction of trading losses sustained in a taxable year beginning after October 31, 1918, and ending prior to January 1, 1920, from the net income of the taxpayer for the preceding taxable year. And further, that if such net loss exceeded the net income of the preceding year the excess of such loss could be deducted from the net income of the succeeding year. For example, a merchant reporting upon the calendar year basis, having sustained a loss in the year 1919, could deduct such loss from the income of the year 1918 and obtain a refund of taxes paid for the year 1918 based upon a restatement of the 1918 income after deducting the loss sustained in 1919. If such loss was in excess of the net income for 1917 then he could carry the excess loss over into 1920 and deduct the same from income of that year. These provisions are unquestionably fair and equitable to the taxpayer in principle, but they fail totally to accomplish their purpose with respect to certain industries because the contemplated losses did not occur within the period of time mentioned in the statute.

All income tax returns of manufacturers and merchants are necessarily predicated upon inventories of commodities manufactured or dealt in respectively. Regulations promulgated by the Treasury Department prescribe the methods to be employed in placing valuations upon the commodities inventoried. These regulations prescribe that merchandise on hand shall be valued either at cost throughout, or at cost or market value, whichever is the lower on the closing day of the taxable year. The latter described method has been generally employed by merchants in recent years.

INFLATED VALUES FIRM

The year 1919, in many businesses, showed uninterrupted prosperity. The impetus of the ever-increasing prices during the years 1917 and 1918 seemed, in spite of a peace status, to hold firm the established inflated values in the year 1919. By many business men this condition was mistaken to be more or less permanent, and by some it was predicted that it would continue for several years hence. The retail merchants, based upon their requirements in 1917 and 1918, continued to order merchandise in large quantities. Wholesale

merchants, accordingly, placed large orders with the manufacturers. The manufacturers, in turn, contracted for large quantities of raw materials. As a result, at the close of the year 1919 manufacturers, and particularly wholesale merchants, found themselves with very large stocks of merchandise on hand.

Pursuant to requirements of the Treasury Department regulations, the inventories of merchandise on hand at the close of the year 1919 were valued at the cost or market value on December 31, whichever was the lower, and income, for tax purposes, was reported based on such valuations. During the first half of this year, however, enormous shrinkages in values took place, thereby creating losses which should, in all justice, be chargeable to last year's operations.

For example, a mill on December 31, 1919, had a stock of raw materials, finished and partly finished merchandise, of \$500,000. For the year 1919, based upon such inventory taken at cost or market, whichever was the lower, it reported a taxable income of \$200,000, on which it is required this year to pay a tax of \$80,000. Since making such return the mill has been obliged to accept cancellations of orders for the greater part of the materials that were on hand on December 31, 1919. Moreover, the market value of its commodities has depreciated on an average of 30 percent of the inventory values of December 31, 1919. In effort, the profit reported for the year 1919 of \$200,000, on which a tax of approximately 40 percent is being paid this year, is reduced to a net profit of \$50,000, on which the tax is \$20,000.

INCOME NOT EARNED

It is apparent that the income shown by the return of the mill was not actually earned, except for tax purposes under rulings of the Treasury Department. Such phantom income was at no time converted into a form that would make it available for the payment of taxes. The writer has personal knowledge of several cases similar to the one described, where the taxpayers are either unable to pay their tax installments or where they have been obliged to borrow the necessary funds with which to meet the obligation.

In the writer's opinion the case of the mill just cited is the very kind of case that Congress intended to provide for by Section 204 of the present Revenue act. The Treasury Department is helpless to grant relief in such cases, because it, being only an administrative department of the government, is bound in its administration of the law by the time limit fixed by the statute. Such relief must be obtained by a remedial legislation.

The situation is a very serious and far-reaching one. In a period of transition, such as we are now experiencing, the Government cannot afford, and should not seek, to impose upon business any unnecessary hardships that might threaten the solvency of such business. Rather it should encourage industry instead of hampering it. The purpose of Congress as indicated in the net loss provision of the law was intended obviously to grant relief to such taxpayers as sustained losses during the period of reaction. The fact that Congress miscalculated the time that such reaction would occur should not deprive the taxpayer of the relief to which he is as a matter of equity rightly entitled. In this connection we might profitably consider the English method of averaging the earnings of a three-year period, thus permitting the offsetting of losses of one year against the profits of other years.

It is hoped that the urgent need of retroactive alleviating legislation will be recognized by Congress and acted upon early in the next session.

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(Continued from Page 18)

mother to certain death and go mad, this music takes on a tragic hue, and the curtain falls on woe profound, inimitable.

Thus far I've seen no British films as interesting as ours. "The Land of Mystery" being the best of the lot. I am glad I attended a performance at the Ambassadors of H. M. Harwood's new play, "The Grain of Mustard Seed," one of the big successes of the season. It is a political piece, with a love story not of paramount interest till the third act, when bang! you find yourself in the thick of an unexpected situation or at least one most cunningly prepared. The cynical attitude assumed by the author, and resumed by some of his characters, toward contemporary politics, has proved a powerful magnet for the London public, a public which just at present takes immense pleasure in jeering at its Government irrespective of political parties; at its rulers in office, at its former ideals. How surprised the American visitor was when he heard such speeches as these: "Then why did we go to war?" some one asks. The answer, trigger like, provokes thundering applause. "That's what we are all wondering. I'm not quoting verbatim, only giving the sense. Another speech which shames political opportunism is, 'Yes, we get on a bus to go to Paradise, but we get off at Pecham.' Another, an epigram: 'I'd rather go to hell on my own feet than be wheeled into heaven in another's perambulator.' President Wilson's famous catchword, 'Making the world safe for Democracy,' is twisted into 'Making Democracy safe for the world,' which is a rather stale variation.

There is brilliant dialogue, but I doubt if Mr. Harwood's little play would go in New York. It is too local, too timely in British politics. That sterling actor, Fred Kerr, is an aristocrat M. P. and emits a lot of truth about diplomacy that makes curl the hair of the average naive idealist. His is a masterly assumption. The chief role is in the capable hands of Norman McKinnel, who is a rough diamond, a character that pans out strong at the close. Cathleen Nesbitt is the young woman who is a war bride—without a marriage ceremony—and self confessed. The denouement, which is as startling as a pistol shot, nevertheless leaves the spectator wondering if a girl would tell her affianced of her intimacy with a younger—if worthless—man. Tess of the D'Urbervilles was foolish enough to wait until after the knot was tied. Even that didn't save her from the consequences of a man's outraged vanity. What else

brethren? Masculine egotism, principally, with the usual moral heroes thrown in as a saving paperweight. The author of "The Grain of Mustard Seed" does not pretend to solve the ethical problem. He calmly cuts off argument by dropping his curtain on the puzzled and suffering man and the desperate girl—who is not quite the "rotter" she calls herself. The general performance was admirable. Every part is carefully allotted. The play moves without a jar to the illusion, like the ensemble work of a finished orchestra. Mabel Torry Lewis, as a high bred woman, also cynical, and her colleagues were alike praiseworthy. A comic cockney chauffeur, who sees clearly through the Great Game of politics, is evidently a reminiscence of Bernard Shaw's "Striker" in "Man and Superman," though none the less enjoyable. But as a production it is not much. David Belasco is sadly needed in most theaters over here.

I believe it was the first play I saw in London without a pipe in it. James Barrie can't write a stage piece without that eternal, and infernal tobacco filling the auditorium—in London usually in a cellar, truly a pit, London matinee audiences still take their tea during the second act. An extraordinary habit, this afternoon tea. The English, I'm certain, will slip their Lipton on Judgment Day. And such a clatter these tea trays make just as the last act curtain ascends, such a running to and fro of girl ushers, making change and treading your corns as they reach for the dinky apparatus! I suppose it's a convention like the cocktails at the bar or the perennial cigarette. Few smoke cigars, they are poor in quality and high priced, hence the universal pipe. Women carry swaggers sticks and smoke on the streets. No one heeds the custom any longer. No one but strangers note the husky females who act as policewomen, nor the uniformed, spry little girls who have replaced boys as messengers. The world "do move," sisters, and London seems in a fair way of solving the so-called Woman Question. Suffragettes have disappeared, they have lost their jobs, they have nothing more to do, except to find fault with other women. Thus the world progresses—or thinks it does; but as the late Alphonse Karr remarked, the more it changes the more it is the same thing! Man may change, mankind—or womankind—never.

The chocolate curfew, as they call it, has excited as much popular indignation as the increased railroad fares. No chocolate can be sold after 8 p.m., and as candy

is consumed in huge quantities at the show great is public discontent. Tobacco, too comes under the same ban. The men resent this time limit on the purchase of a smoke more than the drink regulation. As my barber rather pessimistically puts it, "A man hasn't much to live for if he can't have his pipe and his glass when he jolly well feels like it." The pernicious, piddling politician, as a meddlesome in Great Britain since the war as he is in America. If ever a social revolution should come in either country its origins may be traced to sumptuary legislation. I fancy that the women feel the same about the prohibition of sweets.

A Red Cross nurse, who served three years at the front, told me that once she was sent home for ten days chiefly to sleep. She was in her room on the top floor of the tall apartment house which overlooks St. James Park, named Queen Ann's Mansions, one clear evening when the usual firing signals told her that another Zeppelin bombardment was imminent. She looked at the sky and sure enough she saw the twinkling lights of an approaching machine. Below, everybody scurried to cover except the boldly curious. Taxis and buses flew to their garages. But this particular invader met with disaster. After some maneuvering of the searchlights atop of the Marble Arch straphelp began to fly and the unwelcome visitor was soon winged. The nurse first saw a sinister flash, then smoke began to curl around the doomed aircraft, dark bodies were spilt overhead and flames sprang up. She said the Zep looked like a monster wedding ring in the sky before it fell—such a curious girl fancy—and

that was the end of those "Bang Boys," the slangname of the Prussians. This particular Zep did not fall in the park, though it seemed hard by, but some distance from it. London was not a pleasant place to abide in during those days. The nurse was glad to get back to the trenches in Flanders.

The Boy Scouts gathered from the four quarters of the globe have owned London for the past few weeks. The rain didn't bother them. They dodged around, they saw the sights and they paraded with all the bravery of bare knees, brass bands and flying flags. I watched part of the American contingent straggle through the National Gallery and couldn't help noting that they didn't look at the marines, landscapes or portraits, but they studied the fat, over-modelled nudes of Kity and stood as if entranced before Manet's realistic execution picture of Emperor Maximilian. They were out in full force at the unveiling of the Lincoln statue in Parliament Square. This statue is dwarfed by its pedestal, luckily a temporary one. It does not suggest the elemental Lincoln, being too finely modelled for the big note which we find in the Sherman and Farragut Statues at New York. I confess I prefer the wonderful head by George Grey Barnard at Manchester. The Saint Gaudens head doesn't "carry," perhaps the original is more effective in Chicago. The Y. M. C. A. still inhabits St. James Square. "Old Glory" floats over the George Washington Inn and looks mighty consoling to homesick Yankees, who feel as if they are over a red hot boiler of a Europe with Lloyd George sitting on the safety valve.

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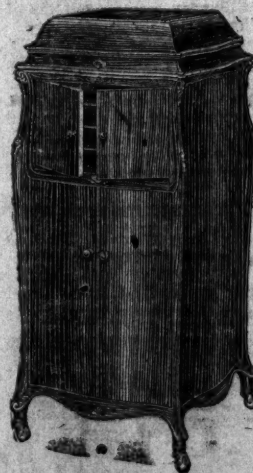
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BANK OF ENGLAND TO GET NEW HOME

Some Administrative Changes May Follow, But None Will Be Radical

PUBLIC SERVICE STILL AIM

Stockholders In Vote Declare This Comes Before Increasing The Earning

New York, Sept. 12.—News from abroad that the famous cornerstone of British finance—the Bank of England—which has clung to many of its ultra-conservative practices for many years, is to replace its present home with a modern banking building, comes as a distinct shock to those who have visited the institution, where even today the messengers are attired in salmon-colored, swallow-tailed coats, scarlet waistcoats, black trousers and high silk hats. But the cable advises state that the solid and massive structure which houses the bank and has been its home for generations, is to go, and the inference is that other reforms, may follow.

As things now are, the porter in crimson and gold-lace still keeps watch in the entrance of the old building and does not seem out of place in his old-fashioned regalia. Whether he will be attired in similar clothes when the new building is erected, and becomes the quarters for the bank is a question, but it is generally assumed that the guard of thirty-six soldiers which has been posted in and about the building each night since 1780 will continue.

Some administrative changes will also doubtless follow, but it was demonstrated plainly at a recent stockholders' meeting that the purpose of the bank to serve the British Government and the British people will continue as heretofore. At the meeting the question was raised whether it was fair to stockholders for the bank not to take advantage of opportunities to increase its earnings and be in a position to pay higher dividends.

The Governor of the bank responded quietly but earnestly that public service was the first aim of the Bank of England. This was received with applause and there was no further inquiry. Since 1834 the bank has re-

The Power Behind The Japanese Throne



This photograph of War Minister Terauchi Masatake, of Japan, often referred to as the "power behind the Japanese throne," is one of the first published in this country. Minister Terauchi is one of the ablest of Japanese statesmen, and since the illness of the Mikado, several times he is said to have taken over the reins of Government.

regularly carried more than \$50,000,000 of the British national debt and has carried it at 2½ percent since 1892. Through a credit system it helped the British Government during the war

with advances of more than \$1,000,000,000. How the bank won its prestige as the most powerful of banks and why, today, it is a tower of strength in England's fight to recover from the economic upset of the war, is told in "English Public Finance," a study just prepared by the Bankers Trust Company.

This attributes the Bank of England's great influence to the fact that it possesses practically the sole right of note issue in England, to its authority in management of public debt, to acquisition of Government deposits, to freedom from taxation and to other privileges enjoyed in return for its service to the State.

In spite of this broad authority ownership and control of the bank remain in the hands of its private proprietors. Technically, the State has no proprietary interest in its capital and the voice of the State in its management, which dates from the organization of the institution back in 1694, is indirect.

A Board of Directors, self-electing, including a Governor and Deputy Governor, manage the bank. The Deputy Governor always becomes the Governor and usually the senior director who has not been in office succeeds as Deputy Governor. It takes as a rule about twenty years for a man to reach the chair from the date of his election as a Director.

The bank maintains its own provident society to promote life insurance among its large staff and the payment of annuities to their families. It has a well ap-

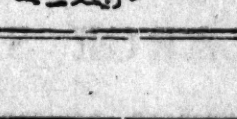
pointed library and reading room, has its own medical officer for the benefit of employees, and the staff is managed on a civil service basis. Many young men who enter the employ of the Bank of England spend their lives in its service.

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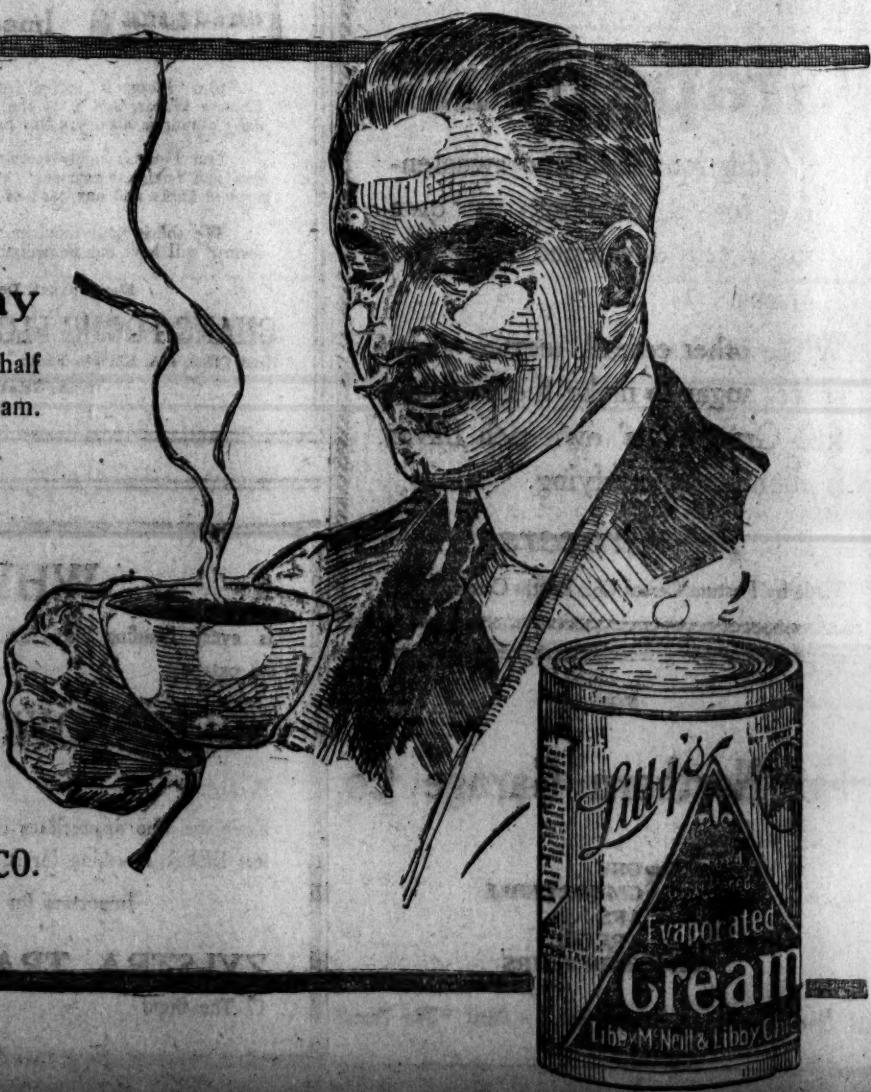
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Red Record Of Failure And Of Innocent Victims

(Continued from Page 18)

plant on barges. Blood flowed freely, but Frick stood firm in his position of "no compromise." It was during the excitement incident to this industrial situation that Berkman found his way into the office of the steel magnate and made an attempt to assassinate him. Although Frick was fired at twice and received three cuts from the stiletto wielded by Berkman, he appeared at his office ready for work in less than two weeks after the attack. Berkman served a term of four years in prison.

The Russell Sage case and the attack upon J. P. Morgan by Frank Holt, a former instructor in Cornell College, are similar instances of one-man attacks upon individuals who were outstanding public characters. In the case of the latter, it was shown that Holt's mind had become unhinged by the war. In a statement issued by him for the papers he declared that the motive of his crime had been "to try to influence Mr. Morgan to use his influence in the manufacture of ammunition in the United States and among millionaires who are financing the war loans; to have an embargo put on shipments of ammunition so as to relieve the American people from complicity in the deaths of the thousands of our European brothers."

Even as the McNamara brothers thought they could end the industrial struggle by "throwing a scare" into the owners of a conservative newspaper, a Frank Holt was of the belief that he could end the war by blowing up the supposed head of the financial interests through which the ammunition makers and the warring Governments dealt.

BOMB PLOTS RIFE

Bomb plots against individual in Government service were rife during the war and immediately after it. The parcel post bombs received the most publicity. As will be remembered, bombs wrapped in packages bearing all the marks of deliveries made by a department store were sent to various men, among them Attorney General A. Mitchell Palmer. The attempt to kill Palmer failed. The man who carried the bomb was himself blown to bits while he was depositing the infernal machine on the doorstep.

Rumors of war bombs continued to run about the country for months after the explosions of these bombs. As a result the ropes of Government censorship and Government control of the mails were tightened.

At the present time, according to an official of one of them, the discretion of the powder companies is all that keeps regular TNT arsenals out of the den of every terrorist in America. No legal permit is required to purchase explosives—which was the state of affairs before we entered into the war. During the war a permit was necessary to manufacture or to purchase war arms or explosives. But early in the year of 1919 all restrictions ceased. The status quo ante arrived. Again you could buy a stick of high explosive quite as legally as you could purchase a hammer or saw for all the Government hindrance you. Common sense of the salesmen has been the only censor.

COMMON SENSE PREVAILS
But this common sense has been exercised to a certain extent, at least. The manager of an important powder manufacturing company explains that they do not sell odds and ends of TNT over the counter. The first check comes for the business reason that it doesn't pay to sell in small quantities. Therefore, the small purchaser is refused.

The second check comes when the credit of the purchaser is looked up, again when the high explosive is delivered, and lastly by the books of the company which record the sale. And yet this man explains that the law is such that a large purchase could be made, cash paid, and the dynamite carted away in an electrically drawn motor—and the company knows not even the name of the buyer.

If the owner of a mine came to purchase black blasting powder he could get it. Dynamite, too, is bought by the miners themselves from local stores. Again, it is the discretion of the local store and not the Government that stops the sale of dynamite to individuals when a strike is threatening.

As for TNT, there were quantities of it dumped on the market last Spring in connection with agricultural experiments. For a time it had seemed that the whole chemistry of farming was to be transformed. And then it wasn't. While the experiment lasted any farmer—or any man calling himself a farmer and convincing merely the salesman of a powder manufacturing company—could have looked up in TNT. Local hardware dealers may to

day have TNT in their possession—a dead loss unless the powder manufacturing company graciously allowed its return, or unless he sells to perhaps the most likely purchasers left on the market—the breeders of revolution either in this country or in some other country.

DYNAMITE IN TRANSIT

For dynamite is the only explosive which has general domestic use. The great war has come and the great war has gone (at least on paper), but still the simple dynamite, unimproved, remains the explosive for blasting out the excavations for the New York City sewer. But dynamite is not carted around New York in such fashion as to be a public menace. The law forbidding dynamite to be transported with its detonator attached—which corresponds to the cartridge case. Laymen may care to know that this is a law which is of fulminate of mercury and a small hole which penetrates the metal end. When the time comes to explode the dynamite the cap is adjusted and an electric wire is applied through the hole. Then the explosive is for the dynamite sticks themselves, en route, an enormous task could be necessary to get any single stick of dynamite. That is why they are transported on "dynamite trucks" in New York—to avoid the fars of the "dynamite trucks" as well as the marks of the exploding powder. An authority on explosives who was consulted explained the fact that the law is a greater menace of the two. "Dynamite has been heard that often stick of dynamite can be burned without an explosion."

Dynamite is almost as famous as a family cow, which holds not only to the inexperienced "cows" but to the experienced ones. Not so has exploded dynamite. Not only the bomb throwers and the dynamite revolutionaries now thrown unchained upon the market. Again, conditions exist to furnish plots for a new Conrad—when high explosives and guns, whole arsenals, in short, can be naively purchased in these United States. And this year our Conrad plots, it would seem, need not travel throughout the Seven Seas to find revolutions and counter-revolutions of natives to ship their firearms to.

Our law is the same that it was before the war, when a representative of the Industrial Relations Commission did a little investigation incognito. Dressed in character, he approached the sales manager of a powder company. "I am the manager of a mine, and I'm expecting a coal strike on my hands. Can you fix me up?" he asked. And the powder company could. It offered to ship him a whole arsenal, machine guns, powder, explosives—all the business for a nice little war of his own.

PREVALENCE OF FIREARMS
For firearms, too, may be purchased without permit. One powder company manager states that unnumbered machine guns are in the hands of junk dealers. Again, it is in the discretion of the junk dealer whether the prospective purchaser is a collector of curiosities or a breeder of revolutions. In vivid contrast to

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this American state of affairs is a news item from France—that an ex-Premier had applied for a gun to go hunting with this Fall, and had been refused.

Of course, when it comes to what you do with your explosives after you buy them, there are plenty of city ordinances to govern the carting of any sort of explosive about the streets of New York City. You have to use a truck painted red, and you have to travel by night instead of by day. You cannot unfasten a sealed package until you reach your terminal and you cannot enter a crowded thoroughfare nor yet pass under an electric elevated train. But, if you disobey these rules, there is no machinery of Government to check up on you.

A mysterious barrel on a wagon carted through New York! What does everybody straightway conclude that it is? John F. Dixon, Chief Inspector of Combustibles for the City of New York, put it in a nutshell:

"Any of my force who has seen that barrel on its way would have concluded that it was a matter for the prohibition enforcement officers."

So for this last year, it is a fair inference that there has been a "locking" of inspection of suspicious packages all over the country by any save official revenue officers and unofficial Anti-Saloon Leagues.

To be sure, the city has had the Sullivan law. This forbids the "possession" of firearms and "explosives" without permit but does not cut off the supply. And the Bureau of Fire Prevention, which might be on the look out for suspicious hand-pumps, has less than 200 men, certainly not enough to police the city effectively.

Tax Riots Spread In German Town

Factory Directors Wounded In Violent Outbreaks Near Cologne And Essen

Berlin, Aug. 27.—Movements for a general refusal to pay taxes are rapidly assuming alarming dimensions, spreading south, north, east and west, and seemingly fraught with much more danger for the continuation of the present Government than any of the numerous little imaginary "red" plots and conspiracies reported lately.

The Daimler motorworks yesterday closed their various factories in Wuerttemberg because the workers threatened violence if the firm should deduct the lawful tax of 10 percent from their weekly wages. Consequently some 16,000 men were without work today.

The closing down of the factories, however, has not improved the situation. Riots are reported from several towns where the Daimler concern is established, and it is feared that the employees of other establishments will follow the example and that open rebellion may develop.

The Factory Councils, after consulting with Government representatives, admit the necessity of paying exorbitant taxes in the

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PEER PILOT FLIES AWAY WITH BRIDE

Montagu's Second Honeymoon Begins in Air Trip From London To Paris

London, September 4.—Wide-spread interest was shown in the marriage recently of Lord Montagu of Beaulieu to the extremely attractive Miss Pearl Crake, daughter of Col. E. Barrington Crake, in the Parliamentary church, St. Margaret's, Westminster.

They are now in Paris, having gone there from London by aeroplane, Montagu acting as pilot part of the way. Although he has not obtained a pilot's license he is so expert in all mechanical devices and has flown so much that he is thoroughly acquainted with the management of flying machines.

Lord Montagu is a man of many parts, and though a grandfather he does not look more than thirty-five—with his hat on.

He has been a pioneer in motor-ing and flying in Great Britain, is an expert mechanic and has driven the locomotives of the fastest express in Europe. At one time Parliamentary lobby correspondent for the Daily Mail, he became a director of Lord Northcliffe's newspapers. During the war he was torpedoed in the Mediterranean, having what seemed to be a miraculous escape, turning up safe some days after his obituary had been printed in every newspaper in Great Britain.

Montagu devised and carried out a scheme during the war for mapping, by means of air photographs, the whole of England, a

fleet of planes working from his own estate on the borders of the New Forest in Hampshire.

In fact, his activities have been singularly multifarious. Personally, he is popular for his cheery, unaffected manner and unusually attractive personality.

St. Margaret's was thronged at the wedding on August 10. Among those present were the Duke of Buccleuch, Lord and Lady Malmesbury, Lady Mary Shelley, Lady Muir Mackenzie, Lady Mary Stuart-Wortley, Field Marshal Sir Henry and Lady Wilson, Lord Ashcombe and Sir Charles and Lady Seely, who lent their house in Belgrave Square for the wedding reception.

The brides' satin dress was gracefully draped with old Brussels lace, which also formed part of her train; her tulle veil was held in place by a coronet of closely studded orange blossoms, and she wore the bridegroom's gift—a diamond heart. She was followed by two pages, who wore pink satin suits and carried tiny bunches of white heather.

After them walked seven bridesmaids, chief of whom was the Hon. Elizabeth Douglas-Scott-Montagu, the bridegroom's ten-year-old daughter. The bridesmaids wore pink coral tinted dresses draped with shadow lace and finished with Nattier blue silver streaked ribbons. Pink tulle covered their heads, bound with garlands of blue, mauve and pink flowers and ribbons finished with tiny colored blossoms. They carried pink carnations and small ostrich feather ivory-stocked fans, given to them by Lord Montagu, which were made from feathers presented to him by Cecil Rhodes at the end of the Matabele War.

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GERMANY CAN'T BE WON BY REDS SAYS CRAVATH

See No Chance For Bolshevism Unless Allies Drive People To Famine and Despair

WANTS TREATY REVISED

Says America And France Will Ultimately Adopt Policy Of Co-operation

New York, September 12.—In a long report upon his study of conditions in Germany Paul D. Cravath said yesterday that he did not believe that the Germans were likely to drift either to Bolshevism or back to a monarchical form of Government, but that the policy of the United States and the allied Governments should be shaped to prevent the German people from being forced to either of those undesirable ends.

Mr. Cravath said that after discussion with German citizens, heads of allied commissions, with diplomats during the meeting at Spa and informed journalists, he had formed several definite opinions upon Germany. One was that the German people realized that they were thoroughly beaten in the war, but had not lost heart or courage and still believed that they had been fighting a war of defense against unjust enemies whose blockade of their ports against food for their women and children was infinitely more cruel and barbarous than their unrestricted submarine warfare.

Discussing Bolshevism, he said he did not believe Germany would fall under the lure of the Soviets "provided, always, the allied nations see to it that Germany is supplied with sufficient working capital, food, raw material and coal to keep her people at work and keep them from despairing of their future. Several prominent Germans with whom I talked thought that the German Government had rather overworked the threat of Bolshevism in urging their economic needs upon the Allies."

OPPOSITION TO SOVIETISM
"All classes except the Communists and extreme Socialists are opposed to the Soviet form of Government. For this reason, well-informed people do not share the fear so prevalent in allied countries that Germany will espouse the cause of the Soviet Government in Russia, and aid in the spread of Russian Bolshevism to injure the Allies, and more particularly the British Empire."

"No one with whom I talked feared Bolshevism, provided the German people can be kept reasonably busy. If, however, there should be wholesale unemployment, acute privation bordering on starvation and despair would be inevitable. Then no one could tell to what extremes a desperate and starving people would be driven. The Germans are industrious people, and as a rule they are anxious to work. I think the remedy against Bolshevism in Germany is largely in the hands of the Allies."

Discussing the question, "Is Germany likely again to adopt a monarchical or imperial form of Government?" Mr. Cravath said: "The consensus of opinion among those with whom I talked is that this is highly improbable, except possibly as a reaction after a period of Bolshevism or some other form of radical misrule. The indications are that a substantial majority of the German people favor a republican form of Government. But even if there were a strong movement the other way, the difficulty in agreeing upon a reigning house would be a deterrent. The Kaiser and the Crown Prince and the rest of the Hohenzollerns are unpopular even in Prussia. South Germany would be loath to accept a Hohenzollern monarch, while the Prussians would object to a Saxon or a Bavarian on the imperial throne."

"On the whole, my impression is that the dangerous political tendencies in Germany are in the direction of radicalism rather than imperialism. Several thoughtful Germans with whom I talked regret that the Allies have not seen the importance of doing more than they have done to support a moderate republican Government, thus reducing the danger of extreme movements in the direction of either radicalism or imperialism."

ALLIES DIVIDED ON POLICY
"If the impressions I have formed are correct, the fate of Germany is in large measure in the hands of the allied nations and the United States. In the camp of her enemies there is now a struggle between two conflicting policies—one, a policy of destruction, the other a policy of co-operation."

"The policy of destruction is that the breaking up of Germany should be encouraged and her restoration to industrial and commercial prosperity impeded. That is a perfectly logical policy, if we accept the premises on which it is based, namely, that a shattered and disorganized Germany will be less of a menace to the peace and happiness of the world than a united and prosperous Germany and that the crimes for which the German people must bear their full share of responsibility justify the condemnation of future generations of Germans to a cruel fate simply for the greater assurance of the peace and happiness of other nations."

"Both these premises have already been rejected by public opinion in Great Britain and Italy. I believe they will be rejected by the enlightened public opinion in the United States and France. The policy of destruction is bound to bring interminable trouble to the rest of Europe. Putting first, as is just, the interests of France and her Allies, I believe that the best chance for the peace of the world lies in the policy of co-operation—in the Allies and the United States helping Germany to remain a united nation and to regain her prosperity."

"This will not be an easy task. The Prussian nature has not changed, and it will not change overnight. The German nation have earned the distrust and resentment of the civilized world. They have surrounded themselves by a wall of hate that it will be difficult to break down. They must expect to give hostages for their good behavior and by their conduct to convince the Allies that they can be trusted to use prosperity and power for peaceful ends. They must effectively disarm and acquiesce in all proper measures for the military protection of France. They must be required in good faith to do their utmost in making reparation to France and her Allies in accordance with the treaty. They must be made to understand that the civilized world will not permit France to be the victim of any new German aggression."

RISK OF GERMAN MILITARISM
"The policy of co-operation undoubtedly involves the risk of an economically strong Germany again developing military ambition, seeking new alliances and threatening the peace of the world. That is a real risk. I have no doubt that if I were a Frenchman I would fear it as the French do. But I believe that this risk is less to be feared than the certainty of disaster which the policy of destruction would entail. It can be minimized by serious efforts to create such a world sentiment and such international machinery for the preservation of peace that Germany would not again dare to provoke another world war."

"The Germans believe that their enemies, after having won the war that was started for the purpose of destroying Germany, have been seeking since the Armistice to complete their work of destruction against a helpless people by the ruthless enforcement of a treaty which they believe to be a gross breach of the conditions on which the armistice was concluded and without parallel in modern history for harshness and disregard of the fundamental principles of humanity and justice."

"The German people, while not repentant, are convinced not only of the completeness of their defeat but of the folly of their militaristic leaders, of the futility of war and of the dangers of the Prussian Military System. I do not believe that the German people could be forced to fight an aggressive war so long as living men and women remember the horrors of the late war."

It is apparent that the German nation does not regard the Treaty of Versailles as morally binding. This view prevails even in high circles. Their view is that the Treaty was a violation of the terms of the Armistice, was framed by bitter enemies without giving the German statesmen a hearing, is needlessly unjust and harsh in its terms, and is notoriously incapable of performance.

FAVORS TREATY REVISION
The Treaty ought to be revised, particularly as to its economic provisions; but I am very much afraid that the German statesmen will be reluctant to substitute for the present unenforceable treaty one acceptable to the Allies that Germany would be compelled to acknowledge as capable of enforcement and, therefore, morally binding upon them.

The head of the Allied Disarmament Commission told me that all of the numerous reports of the discovery of large accumulations of deliberately hidden war material were pure inventions. On the other hand, it is conceded, even by the German Government officials, that large sections of the German people, and more particularly the officers of the German Army, have not been loyally co-operating with the Government in its disarmament measures; nor does it seem to me that the Government has been adopting as drastic measures as were necessary to enforce its orders.

Even now there are no factories in Germany fitted for the manufacture of munitions of war and none are being produced. It seems probable that even if it does its best the German Government

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Mother Of Suffrage And Leaders In Victorious Struggle



The ratification of the Suffrage Amendment by the State of Tennessee as the necessary thirty-sixth State ended the fifty-year fight by the women of America for the ballot. Susan B. Anthony, mother of suffrage, founder of the Women's Suffrage Association, is shown in the large photograph. In the insets are shown prominent women who carried the suffrage fight to victory. Mrs. Carrie Chapman

Catt, of New York, is president of the National Woman Suffrage Association and of the International Suffrage Alliance. Mary Garrett Hay has long been one of the most forceful personalities in the struggle for women's rights, while Mrs. John Glover South, of Kentucky, chairman of the Kentucky branch of the Women's Suffrage Party, has also been an indefatigable worker for suffrage.

ment will be unable to secure the surrender of some hundreds of thousands of rifles which disappeared during the confusion following the Armistice and the revolution. The fear is that the hidden rifles will be surrendered by the elements of the population who could be trusted to keep them, and will be kept by the disorderly and revolutionary elements.

I have no doubt that, unless the Allies relent, Germany will complete the reduction of her army to one hundred thousand men, and the decentralization of the Imperial police force by the end of the year, and that soon the disarmament of Germany will be as complete as is physically possible except for the hidden rifles.

Mr. Cravath said he believed the Germans in the cities were suffering from lack of food, and continued:

"While the peasants as a class have sufficient food there is un-

derdoubt a great shortage of food among the urban population. It is estimated that the aggregate weight of the German people is twenty-five percent more than before the war."

SAYS GERMANY CAN RECOVER
Germany can recover from her economic and financial distress with the aid of the Allies, Mr. Cravath believes. His report pronounced:

"Germany's economic condition very bad and her financial position. If anything, more serious than her economic position. His report continues:

"The aggregate public debt of Germany is almost two hundred billion marks. The colossal proportions of the indemnity problem will appear from the fact that to make annual sinking fund and interest payments of six percent upon an indemnity obligation of only \$10,000,000,000 would involve doubling the present burden of taxation."

"If I depended entirely upon the processes of logic I should say that it would be impossible for Germany to avoid national bankruptcy, just as one would have said at the outbreak of the war that it would have been impossible for the nations of the world to raise in four years more than \$150,000,000,000 for the prosecution of a devastating European war. I do not say this, because the economic world has a way of defying logic and finding a way to meet the demands made upon it."

"My guess, therefore, is that the German nation will work out their economic and financial salvation provided they receive reasonable co-operation from the Allies and the rest of the world."

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Bankers Threatened In Red Publication

'Anarchists' S.O.P. Seized In Chicago Lists Whereabouts Of Morgan And Others

Chicago, September 13.—Federal officials and members of the Police Anarchist Squad today raided a number of west side meeting places of the I. W. W. Socialists, Bolsheviks and other apostles of violent unrest. No arrests were made, but a quantity of inflammatory literature was seized and groups of sullen idlers were dispersed and warned against congregating.

Officials here say they have accurate knowledge of the whereabouts of all the Reds. A check-up shows that a dozen or more of the chief leaders were absent from Chicago at the time of the New York explosion. All these men will be required to explain just where they were and what they were doing before and at the time of the explosion.

The raiders obtained copies of the Anarchist's Soviet, in which it is boldly announced that the death of several rich and prominent men is being plotted. One column was headed "Big Capitalists" and showed how all of these men are being watched. Below the caption was the following:

"Morgan is in London; Lamont is in Paris; Vanderlip is in Tokio; Kahn is in Berlin; Schiff is in Amsterdam."

"Soon these carriers of Wall Street will themselves beg for

recognition, but in vain. Their hours are numbered."

Herman Hoffman, an I. W. W., now being held in jail here for deportation, says he heard plans discussed for blowing up Wall Street and the Morgans. Hoffman claims he was forced to join the I. W. W. in order to get and hold a job as a marine worker in New York. He has belonged to the Haywood organization about a year and, because of being a new member, he was not permitted to sit in the inner circle, but he attended three meetings at which there were tirades against all capitalists and organized law

and order, he says. He says there is in New York a small band of acknowledged anarchists, all foreigners. Their meeting place is a restaurant in Greenwich Village, on Fourth Street, near Sixth Avenue. Other and more dangerous meetings are held in a lyceum in Brooklyn, and in New York. Only the inner circle members are admitted. Here the plots are laid, and they are expounded at the Greenwich Village restaurant. Unusual precautions are being taken in this city to check up on all radicals and to guard the banks and big business houses.

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Canton	H. 370
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Oriental	Tls. 150 B.
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Kangyik	Tls. 36 B.
Yangtzepoo	Tls. 22 B.
Yangtzepoo Pref.	Tls. 85
Industrials	
Batter Tiles	Tls. 25
China Sugar	Tls. 218 B.
Green Island	Tls. 9.40 B.
Langkats	Tls. 153
Major Bros	Tls. 5
Shai Sumatra	Tls. 98
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Hall & Holts	1010
Llewellyn	430
Lane, Crawford	883 B.
Moutrie	840
Watson	Tls. 7 1/2 B.
Weeks	39 1/2 B.
Habbers (Local)	
Alma	Tls. 5 B.
Amherst	Tls. 0.10 B.
Anglo-Java	Tls. 0.10 B.
Anglo-Dutch	Tls. 0.10 B.
Ayer Tawah	Tls. 21
Batu Anam 1918	Tls. 0.70
Bukit Toh Alang	Tls. 2
Bute	Tls. 0.60 B.
Chemor United	Tls. 0.05 B.
Chempehak	Tls. 5
Cheng	Tls. 14
Consolidated	Tls. 2 B.
Dominion	Tls. 5
Gula Kalumpung	Tls. 4 1/2 B.
Java Consolidated	Tls. 4 1/2 B.
Kamunting	Tls. 4 B.
Kapala	Tls. 0.20 B.
Kapayang	Tls. 10
Karan	Tls. 7
Kota Bahroo	Tls. 3
Kroewok Java	Tls. 18
Padang	Tls. 6 1/2
Pengkalen Durian	Tls. 8
Permata	Tls. 1
Rapah	Tls. 0.50
Ramagaga	Tls. 0.05 B.
Seekoo	Tls. 1
Semambu	Tls. 0.05
Semawang	Tls. 3 1/2 B.
Shai Kloban	Tls. 0.55
Shanghai Malay	Tls. 3
Shai Malay pref.	Tls. 10
Shanghai Pahang	Tls. 10
Sungala	Tls. 0.50
Sungel Duri	Tls. 0.4
Sua Manggis	Tls. 3 1/2 B.
Shai Kalantan	Tls. 0.55
Shai Seremban	Tls. 0.60
Tapiing	Tls. 0.60
Tanjah Merah	Tls. 0.60
Tehong	Tls. 14 1/2 B.
Ulobri	Tls. 2 1/2
Zhangbe	Tls. 3 1/2 B.
Miscellaneous	
C. & E. Lumber	Tls. 325
Cally Dairy	Tls. 12
Shanghai Trams	Tls. 64
Shanghai Gas	Tls. 14 1/2 B.
Horse Bazaar	Tls. 84
Shanghai Mercury	Tls. 25
Shai Telephone	Tls. 75 B.
Shai Waterworks	Tls. 121

S. Sellers. S. Sales. B. Buyers.

Benjamin and Potts, 5 Jinkee Rd.
Telephone No. Central 395

PARIS EXCHANGE

(French Wireless Service)

Paris, October 22.—Exchange quotations:

London	53.30 1/2
New York	15.46 1/2
Belgium	103 1/2
Prague	18 1/2
Italy	58.00
Rumania	25 1/2
Switzerland	244 1/2
French War Loans:	
3 percent	54.75
4 percent 1917	69.60
4 percent 1918	89.25
5 percent	86.45
5 percent 1920	97.75

Exchange and Bullion

Exchange and Bullion

Shanghai, October 23, 1920

Sovereigns: buying rate,

@ 5/3 = Tls. 3.81

@ exch. 72.4 = Mex. \$5.26

Gold Dollars: buying rate

@ 90% = Tls. 1.10

@ exch. 72.4 = Mex. \$1.52

Mex. Dollars: Market Rate:

72.1875

Shanghai Gold Bars: 978 touch

Tls. 262

Bar Silver 998 touch Tls. 111

Copper Cash per ton 184.700

Native Interest Tls. 02

Latest London Quotations:

Bar Silver Tls. 62 1/2

Bank Rate of Discount 7%

Ex. Paris on London Fr. 53.30 1/2

Ex. New York on London

G. 2.45

Exchange Closing Quotations

London T.T. 5/2

London Demand 5/2 1/2

India T.T. 310

Paris Demand 1383

New York Demand 89 1/2

Hongkong T.T. 73 1/2

Japan T.T. 56 1/2

Batavia T.T. 284

Singapore T.T. 14 1/2

Bank's Closing Buying Rate

All Nominal

London Demand 5/4

London 4 m/s. Cds. 5/6 1/2

London 4 m/s. Docy. 5/7 1/2

London 4 m/s. Docy. 5/7 1/2

Paris 4 m/s. Docy. 1480

New York o/d. Docy. 92

New York 4 m/s. Docy. 96 1/2

Tourists' Exchange

Bank's Closing Demand buying

Rates

£10 @ exch. 5/4 =

Sh. Tls. 37.50

G. \$50 @ exch. 92 =

Sh. Tls. 54.35

Fr. 250 @ exch. 1430 =

Sh. Tls. 17.48

1 Shanghai Tael = Mex. \$1.37

1 Bank's selling rate for Mexican

Dollars.

BANKS SELLING RATE FOR

MARKS

Marks 5,000 = Tls. 100

100 = Mex. \$2.78

ROUBLES EXCHANGE

Today's Bank Buying Rate

For Roubles

Roubles 25,000 = Tls. 100

100 = Mex. \$0.55

Exchange Shop Rates

Buying: 100 Old Roubles \$1.17 1/2

100 New " \$0.57 1/2

Selling: 100 Old " \$1.27 1/2

100 New " \$0.60

CUSTOMS HOUSE EXCHANGE

RATES FOR OCTOBER

Hk. Tls. 3.02 @ 5/11 1/2 21

1 @ 1563 Fr. 17.41

0.87 @ 103 Gold \$1

1 @ 49 1/2 Yen 2.25

1 @ 323 1/2 Rs. 3.60

1 @ — Roubles —

1 @ 150 Mex. \$1.50

Share Market

Messrs. J. P. Bisset and Co.

write as follows in their report

for week ending October 22:

Business on the Stock Exchange

during the past week indicates a

slight improvement in the share

market and Cottons have again

come to the fore at rates which

are evidently more in harmony

with the general opinion of their

true market value.

The improvement in price of

rubber at the Singapore auctions

reported last week has not been

maintained and local Rubber

sharp quotations remain about the

same with but little demand.

USED CARS

See Service Central Garage

Stock Exchange

Transactions

Shanghai, October 23, 1920

OFFICIAL.

Ewo Cotton (ord.) Tls. 400.00

UNOFFICIAL.

Yangtzepoo (ord.) Tls. 22.50

Kangyik Cotton Tls. 37.00

Anglo-Javas Tls. 7.00

Chartered Stock And

Produce Exchange Ltd.

Closing Quotation Of Trans-

actions yesterday

Shanghai, October 23, 1920

Chinese Bonds 1st year 6%

\$19.85 November

The Nuzo Electric Tramways

\$16.00 October

The Chartered S. & P. Ex.

\$65.10 October

\$65.50 November

Tungchow Cotton

Tls. 27.35 October

26.60 November

26.40 December

26.25 January

26.50 February

26.40 March

Bozu Ginned Cotton

Tls. 23.60 November

23.50 December

Shanghai Cotton

Tls. 23.70 October

Local Yarn for Standard 16's

Cloudy Stork

Tls. 149.70 October

148.00 November

147.50 December

147.30 January

147.00 February

147.80 March

Bean Oil for Standard Koo-

Chong-Yuen Oil & Co. Shanghai

Tls. 10.50 October

10.60 November

10.75 December

Coal Market

In their report dated October

21, Messrs. Wheelock and Co.

write as follows:

Japan Coal—There has been

no new business done on this

market since last writing but pre-

parations are now being made to

commence negotiations for next

year's supplies and until these

mature further it is impossible to

give any indication as to probable

prices, in the meanwhile this un-

expected and sudden fall in ex-

change during the last few days

is bound to have a very serious

effect on prices.

Fushun Coal—This market

continues fairly active and as the

normal output from the mines is

now assured we expect to see a

fairly large export business take

place.

Kaiping Coal—Supplies from

the North are becoming more regu-

lar again which has allowed

deliveries under contract to be

maintained and stocks have re-

covered.

The China Mutual Life

Insurance Co., Ltd.

Registered in England and

Hongkong.

A BRITISH COMPANY

with a complete organization

throughout Asia, and Assets

exceeding

TAKES TEN MILLIONS

HEAD OFFICE

10 Canton Road, Shanghai.

CODE BOOKS

A. B. C. Telegraphic Code, Sixth Edition, Five-Letter Words \$35.00

A. B. C. Telegraphic Code, Fifth Edition 25.00

Keegan's International Three-Letter Code 70.00

Western Union Telegraphic Code, Five-Letter Edition 45.00

Western Union Telegraphic Code, Universal Edition 30.00

Bentley's Complete Phrase Code, New Edition 30.00

Webster's New International Dictionary, For 1920 Edition 13.50

For Sale At

CHOW TZU KONG, Bookseller

111 Szechuen Road, Shanghai

Freight Market

Messrs. Wheelock and Co.

write as follows in their report

dated October 21:

The situation in our Outward

Freight markets is as follows:

To United Kingdom and Con-

tinent.—The recent pronounced

drop in exchange has resulted in

putting a certain amount of life

into the export trade although

there is still much to be desired.

Further bookings of four have

been made after several months

cessation, several fair parcels of

sesamum-seeds and ground nuts

have also come into the market

and altogether it may be said that

with a continuance of the lower

rate of exchange, provided same

becomes stabilised, prospects seem

to be more favorable than for

some time past.

To United States via Pacific and

via Panama and Suez.—The pro-

duce markets in the United States

seem to be utterly dead at the

moment and there is no cargo

offering on any of these berths

except for a little via Vancouver

which seems to have been brought

out by the recent drop in ex-

change but we can hardly expect

this to continue unless exchange

continues to fall or at any rate

keeps steady for some time at the

present figure.

BUSINESS AND OFFICIAL NOTICES

(Continued from Page 30)

Sailed from Shanghai

For San Francisco	Sep. 23
Safania	Sep. 23
China	Sep. 23
Korea Maru	Sep. 23
Columbia	Sep. 23
Salina	Sep. 23
Siberia Maru	Sep. 23
Astral	Sep. 23
For Seattle	Oct. 3
Horalsan Maru	Oct. 3
Katori Maru	Oct. 3
For Tacoma	Oct. 3
Alabama Maru	Sep. 24
Araba Maru	Sep. 24
Arizona Maru	Sep. 24
For Portland	Oct. 3
West Nivaria	Oct. 3
For Vancouver	Sep. 25
Empress of Asia	Sep. 25
Empress of Russia	Sep. 25
For New York	Sep. 26
Ajax	Sep. 26
City of Dunkirk	Sep. 26
Tottori Maru	Sep. 26
Celtic Prince	Sep. 26
Woonsocket	Sep. 26
Elders	Sep. 26
For Baltimore	Sep. 24
Elkridge	Sep. 24
For London etc.	Sep. 21
Khiva	Sep. 21
Glenariff	Sep. 21
Tamba Maru	Sep. 21
Carnarvonshire	Sep. 21
Nankin	Sep. 21
Mishima Maru	Sep. 21
Matopo	Sep. 21
Kashgar	Sep. 21
Telrasia	Sep. 21
For Liverpool	Oct. 4
Euryalus	Oct. 4
Titan	Oct. 4
For Hamburg	Sep. 26
Atlas Maru	Sep. 26
Keemun	Sep. 26
Argun Maru	Sep. 26
Crown City	Sep. 26
Tjmanock	Sep. 26
For Copenhagen	Sep. 27
Australien	Sep. 27
For Antwerp	Sep. 24
Kekettent	Sep. 24
For Marseilles	Sep. 22
Paul Lecat	Sep. 22
Armand Behle	Sep. 22
Scharnhorst	Sep. 22
Melnam	Sep. 22
For Trieste	Sep. 30
Hungaria	Sep. 30

Launch Services

The tender conveying passengers and mails on board the N.Y.K. s.s. Sado Maru will leave the Customs Jetty at 5 p.m. Tuesday, October 26, 1920.

The tender conveying passengers and mails on board the S.M.R. s.s. Kobe Maru will leave the Customs Jetty at 8.30 a.m. Sunday, November 7, 1920.

The tender Whangpoo conveying passengers and mails on board the M.M. s.s. Porthos will leave the M. M. Jetty (French Bund) at 8 a.m. Sunday, October 31, 1920.

The tender conveying passengers and mails on board the S.M.R. s.s. Sakaki Maru will leave the Customs Jetty at 12 noon.

Sicawei Weather Reports

22.—The typhoon hastens from the Van Diemen Strait to the offing of the Tokio Bay, in a NE direction. Gales along the S coast of Japan; monsoon along our coast, very strong in Annam. Very fine day again all over China where the pressure stands high. Passage of a singular thunder cloud about 2 p.m. no rain at Zikawei, short shower at Shanghai.

23.—Very bright, cool and fine morning. The pressure has risen above the normal level. Fresh North-Westerly breezes.

Provisions Prices In Local Market.

Beef	per lb.	14-20
Hutton	"	16-20
Pork	"	25-30
Veal	"	25-30
Bream	per lb.	16-18
Cod	"	18-20
Mandarin	"	30-40
Mackerel	"	none
Pomfret	"	none
Salmon	"	20-25
Samli	"	none
Soles	"	16-18
Whitebait	"	none
Game, Poultry And Eggs	each	\$2.00-\$2.50
Deer	"	40-70
Duck	"	18-20
Eggs	per doz.	40-45
Hare	"	40-45
Pow	per lb.	20-25
Goose	each	60-90
Partridge	"	none
Pheasant	"	90-\$1.00
Plover	each	none
Quail	"	18-20
Snipe	"	14-16
Teal	"	14-16
Turkey	per lb.	40-45
Woodcock	each	none
Wild Duck	"	40-45
Wild Geese	"	50-60
Pigeons	"	16-18
Wild Pigeons	"	10-12
Plover	each	none
Apricots	per lb.	none
Apples	"	10-14
Bananas	"	5-6
Cherries	per lb.	none
Eggs	per doz.	none
Grapes	per lb.	15-20
Lemons	"	7-8
Lichees	per lb.	none
Manroes	each	none
Oranges	per dozen	\$1.00-\$1.25
Peaches	per lb.	none
Pears	"	8-10
Persimmons	"	8-10
Peeboes	"	none
Pumpkins	"	none
Pumpkins	each	19-18
Pineapples	"	none
Strawberries	per lb.	none
Walnuts	per lb.	18-20
Artichokes	per lb.	4-5
Asparagus	per doz.	15-20
Broad Beans	per lb.	5-6
Beetroot	per bunch	2-3
Bamboo Shoots	per lb.	none
Cabbage	each	3-5
Carrots	per bunch	2-3
Cauliflower	each	none
Celery	per bunch	8-10
Egg Plant	per lb.	5-6
French Beans	per lb.	4-5
Green Corn	each	2-3
Leeks	per bunch	2-3
Mushrooms	per lb.	none
Onions	"	3-4
Paranips	per bunch	3-4
Peas	per lb.	10-12
Potatoes	per pic.	\$1.80-\$2.00
Spinach	per lb.	5-6
Tomatoes	"	10-12
Turnips	"	2-3
Flour, American 50 lb.		\$5.50
Flour, Australian		\$5.25
Flour Shanghai		\$2.85
Rice	per 200	\$9.20
Foreign dates per bottle		\$8
Chinese dates		17
House Coal per ton		\$1.50
Stove Coal		\$2.20
Firewood per 50 bundles		\$1.00
Per 100 articles		\$3.00-\$4.00
M. K. K. K.		Chief Inspector



Mail a Chinese Postal Money Order for \$5.00 to M. ELLY WIDLER, TATSSENLU, SZECHWAN PROVINCE, and he will send you samples of Soured and Greasy Tibetan WOOL, together with full particulars.

NOTICE

NOTICE is hereby given that Tzing Who Nan is no longer connected with this firm and has no authority to act on its behalf.

MANDERS & COMPANY.

32948

Yuen Sung Tai & Co.

Wholesale and Retail Dealers in all Kinds of FURS, RUGS, ROBES

No. C. 123 Honan Road.

Tel. C. 4048.

and Branch Office 4 Honan Road. SHANGHAI.

32959

EDEN HOSPITAL
Men's Department
P872 Nanking Road
Open to the public
Hours 10 a.m. to 4 p.m.
Special consideration to men in uniform.

NOTICE

We can supply a good assortment of Venetian laces, flit, Irish crochet, cut works, etc. Intending purchasers please apply to the Export Office.

THE TLEE LACE FACTORY,
H11-12 Haskell Road, Shanghai.

32844

新 最 大 理 地 政 業 商 國 中 New Atlas & Commercial

Gazetteer of China
"The book that answers my questions about China quicker than any other."

"The biggest and best book on China."

Edited by Edwin John Dingle

Address Enquiries to the Proprietors:
Far Eastern Geographical Establishment
No. 6 Kinkiang Rd. Tel. C. 3071

Chinese Government Railways TIENTSIN-PUKOW LINE

Notification No. 297

FAMINE RELIEF FUND (144/2)

Referring to our Notification No. 296 as advertised in the papers re collection of Famine Relief Fund, further instructions have been received from the Ministry of Communications that the following uniform rules, in addition to those already published, will be adopted on the railways:

- (1) The minimum amount of Famine Relief Fund to be collected on each Goods Invoice and Parcel Ticket shall be 5 dollar cents. Fractions thereof will be calculated as five cents and collected accordingly.
- (2) Return Tickets will be treated in the same manner as Through Tickets and twice the amount of the fund corresponding to the respective classes as specified in the previous notification will be collected.
- (3) Party Tickets and Tourist Tickets will be treated in the same manner as Through Tickets.
- (4) For half rate Children Tickets, half of the respective amount of Famine Relief Funds will be collected on 1st and 2nd classes but third-class Children Tickets are exempted from collection of such Fund.
- (5) On excess weight Baggage Tickets, 3% of the charges will be collected.
- (6) For Private Cars and Special Trains, 5% of the total charges will be collected.
- (7) On Vehicle, Pony, Silver Dollar, and Copper Coin Tickets, 5% of the charges will be collected.
- (8) For Excess Fare on Passenger-Tickets or Goods-Invoices, Military half rate Tickets, Berth Tickets, Express Extra Tickets, Platform Tickets, Ferry Tickets, and Cattle Tickets for journeys coming in or going out of Shanghai are all exempted from collection of Famine Relief Fund.
- (9) The rules for collection of Famine Relief Fund on this railway are put into force from the 11th of October, 1920 till the expiration of one year on the 11th of October, 1921.

(Sgd) S. C. SHU,
Managing Director.

Tientsin, 16th October, 1920.

TSINGTAO

PENSION — SEASIDE (only 2 min. from station)
Open all the year round; splendid rooms each with verandah.

\$4.00 per day, up

Joseph Ph. Monchen
Proprietor

32995

Dr. James Yukiing

Specialist in the treatment of Venereal Diseases and Piles.

78 Nanking Road.

Piles guaranteed to be cured within ten days after one treatment without operation or pain.

Office hours: 9-12 and 1-5 daily.

Dr. R. Holper, M.D.

(Bordeaux University, France.)
Specialist in venereal, urinary, skin and internal diseases.

15 NANKING ROAD
(Corn. Szechuen Road)
Office hours 11-1 and 4-6
Residence: 77 Avenue Dubail
Tel. Central 786

27310

Dr. Wm. S. GREGG, Oph. D.

Specialist in Eye Diseases
Glasses Prescribed and Fitted Scientifically.

Hours 9-12 & 2-5

15 Nanking Road, Cor. Szechuen Road
(American Oriental Bank Building)
Third Floor—Take Elevator.

30845

HONMA HOSPITAL

No. 3A Miller Road,
Tel. N. 2921

DR. K. HONMA
(former Assistant at the Imperial University at Fukuoka.)
Women's Diseases
Contraceptions, Surgery
X-Ray and diathermy
Examination with Urethroscope
Skin Diseases
Massage Treatment

"Canadian Association of China"

Officers and Members of the Canadian Association of China are invited to attend a social gathering at the home of Dr. D. MacGillivray, 3 Darroch Road, Friday, October 29th, at 8 p.m. At this gathering officers for the ensuing year will be elected, and plans formulated for the Association's work during 1921.

All members who are able to attend will kindly send in their names and addresses to Mr. S. P. Westaway, Honorary Sec. C/o Dr. J. W. Ross, 13 Nanking Rd.

33044

Whangpoo Conservancy Board

Notification No. 102

Dredging contractors and other persons wishing to dispose of mud are hereby notified that mud boats may discharge their contents within the Conservancy Board's Pootung Point Lower Training Works now in progress west of the Shanghai and Hongkew Wharf Co's Pootung Wharf, provided that they comply with the directions of the Board's officers as to the place of deposition.

HERBERT CHATLEY,
Acting Engineer-in-Chief.

October 21st, 1920.

33029

NOTICE

We have been informed that the BANQUE INDUSTRIELLE DE CHINE will open its NEW BRANCH IN TSINANFU on November 8th.

33/28

DO YOU KNOW THAT

you can get a good decorator and painter whose price is cheaper and whose work is better than others. If you intend to renew your house with Cream Washing, or Hall's Disemper, or your furniture to be treated with Ningpo Varnish, Polish, etc.,

Please Address
S. L. VIVONNE HSU AND CO.
44, Nanling Road, Haining Road, Shanghai.

32721

The Banque Industrielle de Chine

will receive from now on until 30th November 1920, subscriptions to the 6% New French Government Loan of 1920, and grant most favorable terms to intending subscribers.

32507

Dah Shing Garage

Tienong Road
(Corner of Seward Rd., Hongkew)
Tel. North 2276

Nice comfortable cars at your service. Monthly hire for office hours \$80.

Tarif: 1st class, \$4 per hour
2nd class, \$3 per hour
3rd class, \$2 per hour

Also repairing of Ford Cars, etc.

32014

FRESH MILK

delivered twice daily.
EXTRA ORDERS are executed at 227 time

AIKOSHA DAIRY
55 Avenue Dubail
Tel. C. 2175

The Shanghai Chemical Laboratory

No. 20 Nanking Road
3rd Floor

NOTICE

The Vladivostok Government Commission for the liquidation of goods announces that the following merchandise will be sold at public auction at noon, on October 28th, on the premises of the Commission (Svetlanskaya 15. Offices of the Chancery of Credit, Vladivostok):

60,000 pounds of cotton lint and on Friday, October 29th:

1,700 tons of zinc in bars of 3 different qualities, 99.85%, 99.80% and 99.75%.

25,000 pounds of red copper 99.85% pure, of the Japanese firm "Kouchara".

The auction will be held precisely at noon. Firms and individuals having made tenders not later than October 27th for the above-mentioned merchandise, accompanied by a deposit of Yen 10,000 on each of the articles to be sold, will be allowed to participate.

Any further information may be obtained from the President of the Commission, to whom all tenders must be addressed.

33014

BLANKETS

FOR SALE

Large consignment of grey wool double blankets, size 82" by 66", weight 5 lbs. For further particulars, apply Trans-Pacific Corporation, 103 Szechuen Road or Phone C. 2671.

32418

FOR SALE

The U.S.S. SAMAR will be sold at the U.S. Navy Purchasing Office, No. 20 Whangpoo Road, Shanghai, China, by sealed proposals to be opened at 10:00 a.m. on December 20, 1920.

The SAMAR was built at Cavite, P.I. in 1885. Length 121 feet. Beam 17 feet, 10 inches. Mean draft 7 ft. Displacement when in commission 248 Tons.

The vessel will be ready for inspection on September 10th. Appraised value \$28,000.00 U.S. Currency. Further information and blank proposals may be had by applying to the U.S. Navy Purchasing Office.

32508

DANCING

Madam Kelsey, professional teacher of modern character, classical, ballet and toe dancing. Terms moderate. Write for appointment, Madam Kelsey, Box No. 49, Chinese Post Office.

32976

DR. F. FRANEK

Specialist in Urinary
Skin and Internal Diseases

21, Nanking Road

Consulting hours 11-1, 4-6

Tel. C. 851

32640

KINGMAN & BROS.

How to Preserve the Teeth

In order to keep the teeth in good condition scientific precaution must be taken. Through negligence, decay and numerous other affections such as tooth-ache, dental periostitis, ecto-periostitis, necrosis of the jaw, etc., may arise. During the process of ingestion, there are settled on the teeth, some deposits of mineral and organic matters, called tartar, which possesses a morbid power of pressing the gum. As an inevitable result of the presence of this tartar, the teeth will become elongated and movable and will, by degrees, absorb away the enamel, leading ultimately to the decay and degeneration of the teeth. The tartar is so hard and resistant to the process of brushing that it cannot be scraped off except with dental instruments specially devised for that purpose.

Dr. KINGMAN offers to the public his service for preserving their teeth at an annual subscription Fee of \$10.00 per head to be paid in advance.

The work to be done by Dr. KINGMAN to the subscribers consists in:

- (1) Cleaning of the teeth quarterly
- (2) Filling with gold platinum alloy only, when the teeth present holes.
- (3) Inspecting the teeth at any time at the desire of the subscribers.

No. 40, Szechuen Road, Shanghai

PREVENTIVE AND CURE

FOR INFLUENZA COLDS AND MALARIA AT ALL LEADING CHEMISTS

Sticks Carried by Probst, Hanbury & Co., Ltd., Shanghai. 32566

Dr. JAMES T. NEWTON

Dental Surgeon
Modern Dentistry—Moderate Charges
565 Nanking Road, between Kiangse and Honan Roads

Madame J. Durand Madame E. Vernhet

Have just arrived from PARIS with a large quantity of Ladies' Evening Dresses, Afternoon Frocks, Tailor-made Costumes, Evening and Day Caps, Hats, Silk Underwear, etc. The latest creations and novelties. The largest and prettiest display that Shanghai has ever seen.

Prices and styles that will suit every customer. On show for two weeks only.

PALACE HOTEL Rooms 101 & 103

32949

SHANGHAI MUNICIPAL ELECTRICITY DEPARTMENT

WARNING !

Complaints have been received from time to time by this department concerning petty thefts committed by men who have obtained access to consumers' premises by impersonating meter readers and other employees.

We wish to notify consumers that all such employees are provided by us with means of identification either in the shape of a printed and signed permit or a uniform cap with the employee's number displayed thereon. Admission should be withheld to any not so provided.

32942

Yangtze Hotel, Nanking

First-class Foreign Hotel

Each room with bath attached. Ten minutes from station. Private car for use of guests.

Mrs. J. FARREL
Proprietress

YALE & TOWNE HOISTS

Compare the old method on this side with the new on this

For prices and particulars, apply to
FEARON, DANIEL & CO., INC.
18B, Kiangse Road,
Sole Agents in North China

SARDINES

IN OIL and IN TOMATO
ANCHOVIES IN OIL,
of the BEST FRENCH MANUFACTURERS

SWEETMEAT CASTLE

16 Nanking Road, Entrance in Szechuen Road.

FOR SALE

Famous Paintings of the early periods of Tang Dynasty. Bronze of the Shan and Chow Dynasties. Famous chinaware of the Kang Hsi Period.

Apply Mr. SHEN, Room 110, the Oriental Hotel, Nanking Road.

(Telephone 970 and 971)
between 9 a.m. and noon daily.

32953

PROHIBITION FAILS SAYS DRY EDITOR

Impossible Of Enforcement
Now, Declares Deets Pickett
Of M. E. Temperance Board

FEDERAL AGENTS HIT

State Department Is Scored
For Allowing Unrestricted
Travel To Mexico

Washington, August 28.—As enforced, Prohibition has been a failure, being only 50 to 55 percent effective, in the opinion of Deets Pickett, Research Secretary and editor of the Methodist Episcopal Board of Temperance. He has informed Prohibition Commissioner Kramer of the results of a trip to see how Prohibition works in the West.

The Board of Temperance to-day roundly attacked the State Department for permitting continued travel from California across the Mexican border to Tia Juana, described as a place where one may engage in every form of

The present regulations of the State Department greatly facilitate their work," says a statement of the Board of Temperance in commenting on the numerous cases that thrive in the Mexican town, "so that vast fortunes are being made, a share of which has been going to the support of the Lower California Government so long maintained in defiance of the Federal Mexican authorities."

The State Department is charged with failure to enforce passport regulations which permit a charge of \$10 for a passport.

"On the border between San Diego and Tia Juana," it is charged, "despite the prolonged protests of decent citizens, no passport is required. Upon approaching the line, one is asked, 'Have you a passport?' 'No.' 'The reply is, 'Then I will give you a one day permit.' And a mimeographed slip is filled in. Under these conditions, it is impossible for the immigration officials to take proper precautions against smuggling drugs, booze and untagged goods."

ENFORCEMENT HERE

"Tia Juana is an American production pure and simple and could not last two weeks if the American State Department were to avail itself of the permission of Congress to demand passports."

Referring to conditions in the United States Mr. Pickett said: "We will never get 100 percent enforcement of the Prohibition laws until we get the sentiment of the local communities with us. We have never winked at that fact. If Prohibition is handled by the local police we will be in a much stronger position."

"It is impossible for Mr.

Financier Blames Present Economic Ills To Tax System



Otto H. Kahn, noted financier and banker of New York, appearing before the United States Senate Committee on Reconstruction and Production, in session in New York, made a spirited attack on what he called the gross faultiness of the present Federal tax system. Mr. Kahn, it is said, went so far as to hold the system of Federal taxation now in force as the basic influence underlying the present economic trouble. Tax-exempt securities permit the selfish rich man, said Mr. Kahn, to put his wealth into such securities. As a result the capital for necessities of life and home has been curtailed greatly, he pointed out, in the past three years. Mr. Kahn made several suggestions for remedial legislation.

Kramer to enforce Prohibition throughout the United States with a force of 1,500 Federal agents unless he has the earnest and hearty co-operation of the local and State authorities.

"The greatest benefit now being reaped from national Prohibition is not obtained from cutting off the supply of the confirmed drunkard, because he will get alcohol somehow, even though he has to drink hair tonic or patent medicine to get it. It comes now, and will come until the law against the sale of alcohol is still farther restricted in preventing young men and women of the country from acquiring a taste for liquor."

WON'T ACQUIRE APPETITE

"They will not start in by drinking hair tonic or bitters, but thousands and thousands of them would start on beer, if they were able to get it. The wiping out of the old beer saloon has been of incalculable benefit."

"Thousands and thousands of

permits for withdrawal of liquor from bond for the manufacture of extracts, perfumes and medicines will not be renewed on Oct. 1. Not many persons appreciate that all of the permits, which allow manufacturers to withdraw alcohol from bonded warehouses, are subject to renewal on Oct. 1. It will be possible to deny a permit to any one of the thousands who hold them without even showing cause for the action.

"Wherever there is reason to believe that the alcohol withdrawn for a specified purpose has not been so used, I expect to see the application for a renewal of the permit denied."

BATUM A MUSHROOM TOWN

Boom Activities Prevail Amid
Historic Surroundings

Much has been said and written about mushroom towns in America although the Eastern Hemisphere boasts of booms equally exciting as ours and due to much the same interests. A recent bulletin issued by the National Geographic Society recounts a story of the growth of Batum, Georgia, one of the scenes of hot contention between the British troops and Soviet Russia, and reported to have been finally evacuated by British troops.

"Mingle an all-pervading odor of petroleum with the aroma of a thousand years of history; picture the physical aspects of a Texas town of the gusher region, including puffing trains lumbering through the principal street, amid a swartly human content of Turk, Armenian, Georgian, and Greek, and you get an idea of the incongruity of Batum," says the bulletin. "Batum has grown like a mushroom within a generation because a pipe line poured precious oil through its Black Sea port. It nestles at the foothills of a stream of history that parallels the pipe line and the 550-mile course of the railway to Baku, which links the Black Sea to the Caspian, and passes such peaks of legend as the 18,000-foot Mount Elburz, where Prometheus was bound to a rock as the vultures consumed his flesh."

"From 1907 to 1911, inclusive, nearly one-fifth of the world's oil supply came from the Caucasus region and in normal times Batum was credited with exporting more petroleum than any other port in the world. Batum won this boon by the natural advantage of a harbor ranked as one of the best in the world, despite the occasional storms that render its shelter treacherous."

"The city came into its industrial dawn when it passed from Turkish dominion to Russian hands in 1878; but political troubles, even before the war bolts of 1914, affected its commerce. Before the World War a movement had been launched to boom Batum as a health resort. In that field it had some asset despite its get-rich-quick anomalies and unkempt appearance, such as a climate where the foliage was thick in mid-Winter, and its boulevards, shaded by palms, acacias and banana trees."

"In 1903 Batum had an economic experience that affected it more deeply, perhaps, than

political disturbances. It never recovered from the general strike of that year, which spread over the entire South Russia, and, in Batum, brought paralysis to business, suffering to citizens, and paucity to progress."

"Batum is built in a sort of amphitheater facing a beautiful bay. Wine was produced in the vineyards in its vicinity, and in the Spring tons of strawberries were grown in the fields nearby. Both products were exported before the war. In those days automobiles, sewing machines, fireless cookers and writing materials passed its custom house on their way to the Caucasus or Persia."

Singapore Rubber Auction

Singapore, October 6 and 7.—Following were the prices realized at the auction this week:

Singapore	Standard	Per lb. Cents.
SHEET		
Ribbed	51/50	
Off Quality Ribbed	49 1/2/30	
Smoked Fine Plain	Nil	
Smoked Good Plain	Nil	
Unsmoked Fine Ribbed	Nil	
Unsmoked Good Ribbed	Nil	
Unsmoked Fine Plain	Nil	
Unsmoked Good Plain	Nil	

Amusements

NEW HELEN

Haining Road.

SUNDAY MATINEE, 3 p.m.
The Spectacular Picture
"CABIRIA"

SUNDAY EVENING
Universal Super-Serial
"The Midnight Man"

5th and 6th Episodes
Starring James J. Corbett.
Most Interesting Serial yet produced.

"Fatty and Mabel Adrift"

3 Parts.
Featuring Fatty Arbuckle and Mabel Normand.
Unrivaled Laugh Makers.

MONDAY PROGRAMME



"THE MASKED RIDER"

Most Amusing and Thrilling Serial
In 15 Episodes, 30 Parts.
Showing the 1st and 2nd Episodes

Two Shows Every Evening
Commencing 6.30, second
Show from 8.30 p.m.

OLYMPIC THEATRE

SPECIAL PROGRAMME

Tonight and Matinee Today at 3.15

PRESENTING



"FABIOLA"

A SEVEN-ACT SPECTACULAR MASTERPIECE FROM THE
FAMOUS NOVEL OF CARDINAL WISEMAN

SPECIAL MUSIC. PRICES \$1.50 and \$1.00

VICTORIA THEATRE

Special Programme for Tonight

and Matinee Today at 3.15

PRESENTING

"NAZIMOVA"

IN A SEVEN-ACT SUPER-FEATURE



NAZIMOVA in "EYE FOR EYE"

"EYE for EYE"

SPECIAL MUSIC. PRICES \$1.50 and \$1.00

Holders of special coupons entitled to use same by paying the difference.

Matinee, Today at 3.15 Showing
"Eye for Eye" and one new episode of "The Carter Case"

Cupwashing Nil
CREPE
Singapore Standard
First Latex 55/55
Off Color Latex 52/43 1/2
Fine Brown 43/35
Good Brown 32 1/2/30
Good Dark 29 1/2/26 1/2
Barky 26/18 1/2
SCRAP
Virgin and Pressed Nil
Loose Nil
Catalogued for Sale: 2,430,463 lbs. (about 1,035 tons).
Sold: 1,235,160 lbs. (about 551 tons).

There was a fair amount of business put through at the auctions this week and bidding was brisk throughout. Cables show that the consuming markets are at a standstill and that prices are likely to continue on the decline. In spite of this, however, there still appear to be a number of "bears" here who are keeping the market far above London parity in their anxiety to square their positions, and the "bulls" are not anxious to meet them.

Standard Ribbed Smoked Sheet found a number of buyers up to 51 cents, 3 lots realizing 51 1/2 cents, showing a decline of 5 1/2 cents on the week. There were quite a number of buyers interested at this level. The feature of the auctions was the steady demand for Good F.A.C. Sheet, which sold at only 172 cents under Standard Sheet.

Standard 1st Latex Crepe again sold at a large premium, 57 1/2 cents being paid freely, and 2 lots realizing 58 cents. This shows a decline of 5 1/2 cents since last auction.

Lower Grades of Crepe were in fairly good demand at a discount of from 1 to 2 cents on last week's values.

At the continuation this morning there was no change in the market, buyers still being quite interested.

Mayer and Measor.

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AT THE APOLLO THEATRE

You will see the latest and most interesting features
On Monday, Tuesday and Wednesday
October 25th, 26th and 27th.

CHAPTER V OF THE

Celebrated Emile Zola novel "WORK"

"JUSTICE" FEATURING

HUGUETTE DUFLOS MATHOT RAPHAEL DUFLOS
de la Comedie Francaise

In a Sublime Vision, The Great Novelist Foresees The Re-organisation of Work Based on the Truth, that the happiness of all will bring to pass the happiness of each work abiding by itself, a reason to be social.

See, the situations in the world are getting worse and worse. But

Humanity is Walking Toward Truth, Justice, Peace and Happiness.

Don't Miss Seeing this So-Different Chapter.

On Thursday, Friday, Saturday and Sunday
October 28th, 29th, 30th and 31st.

SAMUEL GOLDWYN PRESENTS

A Bright Bit of Drama

"THE CINDERELLA MAN"

from Oliver Morosco's famous stage success

by

EDWARD CHILDS CARPENTER

who has a huge reputation as a novelist and dramatist.

FEATURING!

MAE MARSH TOM MOORE

"THE WHIM GIRL OF THE SCREEN" WELL-KNOWN ACTOR

"THE QUIANT ACTRESS" WHOM YOU LOVE

"THE GIRL WHO HAS EVERYTHING" FOR HIS BRIGHT SMILE

GEORGE FAWCETT and all star cast

"Nothing against the young man except that he has no money."

Surely the good kind millionaire won't handicap his daughter's happiness for a little thing like that.

She was rich, and he was poor, nothing between them, but six tin roofs covered with snow—how in the world can we get them together?

You are poor but you love a dainty rich girl—

COME ON

AND LEARN HOW TO GET HER!

you will like this excellent photoplay

MATINEE TO-DAY at 3 p.m.

CHAPTER IV

The greatest production written by EMILE ZOLA.

Entitled:

"The HYMN to WORK"

TO-NIGHT at 9.15 p.m.

SELECT DRAMA: SELECT PICTURE:

THE CHARMING STAR

GENERAL SHIPPING NEWS

Vessels Loading

For River Ports

HANKOW & PORTS.—The Str. Hwaitea, Captain Hansen, will leave on Sunday, October 24, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Str. Kiangsu, Captain J. Johansen, will leave on Monday, October 25, at midnight. For Freight or Passage apply to C.M.S.N. Co.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kaito, 2,664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Monday, October 25, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kaito, 2,664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, October 26, at about midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

HANKOW & PORTS.—The Indo-China S. N. Co.'s S.S. Kaito, 2,664 Tons, Captain James, will sail for the above-mentioned ports from Hunt's Wharf on Tuesday, October 26, at about 12 o'clock midnight. For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., General Managers. Telephone Central 241. Extensions for Freight and Passenger Departments.

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For Southern Ports

AMOY, HONGKONG & CANTON.—The Str. Kwangtung, Captain Klausen, will leave on Sunday morning, October 24, for Freight or Passage apply to C.M.S.N. Co.

AMOY.—The China Navigation Co.'s Str. Chinkiang, Capt. B. A. Thomson, will leave on Sunday, Oct. 24, at 10:00 a.m. For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents. Tel. No. 77.

FOOCHOW.—The Str. Feiching, Captain J. Smith, will leave on Sunday morning, October 24, for Freight or Passage apply to C.M.S.N. Co.

Future Sailings

FOR AMERICA AND CANADA

Date	Time	Destination	Ship's Name	Flag	Agent
Oct. 25	—	New York	Genoa Maru	N. Y. K.	Am. P.M.S.S. Co.
Oct. 25	—	Portland	Abercrombie	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Oct. 27	—	San Francisco	Archer	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Oct. 28	—	Vancouver	Matlawa	Br. C.P.O.S.	Br. C.P.O.S.
Oct. 30	—	Vancouver	Tencher	Br. C.P.O.S.	Br. C.P.O.S.
Oct. 30	—	San Francisco	West Harris	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Oct. 31	—	Vancouver	Monteagle	Br. C.P.O.S.	Br. C.P.O.S.
Oct. 31	—	San Francisco	Tenyo Maru	Jap. T.K.K.	Jap. T.K.K.
Nov. 4	—	San Francisco	Melville Dollar	Br. Dollar Co.	Br. Dollar Co.
Nov. 6	—	Vancouver	Chinkiang Dollar	Am. China Mail	Am. China Mail
Nov. 6	—	San Francisco	Venezuela	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Nov. 7	—	Seattle	W. of Montana	Am. Adl. Line	Am. Adl. Line
Nov. 8	—	San Francisco	West Ira	Am. Dollar Co.	Am. Dollar Co.
Nov. 9	—	San Francisco	Nile	Am. China Mail	Am. China Mail
Nov. 10	—	New York	West Sequana	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Nov. 12	—	New York	C. of Joliet	Am. A. Line	Am. A. Line
Nov. 12	—	San Francisco	W. of Japan	Br. C.P.O.S.	Br. C.P.O.S.
Nov. 12	—	San Francisco	C. of Joliet	Am. Adl. Line	Am. Adl. Line
Nov. 18	—	San Francisco	West Cadron	Am. Dollar Co.	Am. Dollar Co.
Nov. 20	—	Vancouver	W. of Asia	Br. C.P.O.S.	Br. C.P.O.S.
Nov. 21	—	Lordland	Hathaway	Am. S. & Dlx	Am. S. & Dlx
Nov. 29	—	San Francisco	Tysons	Br. B.S.S.	Br. B.S.S.
Dec. 1	—	New York	Ecuador	Am. P.M.S.S. Co.	Am. P.M.S.S. Co.
Dec. 4	—	San Francisco	West Hika	Am. L.A.P.N. Co.	Am. L.A.P.N. Co.
Dec. 6	—	Los Angeles	San Francisco	Br. B.S.S.	Br. B.S.S.
Dec. 15	—	New York	Remo	Br. B.S.S.	Br. B.S.S.
Dec. 18	—	Seattle, etc.	Fushimi Maru	Jap. N.Y.K.	Jap. N.Y.K.
Dec. 23	—	Vancouver	M. S. Dollar	Br. Dollar Co.	Br. Dollar Co.

FOR JAPAN PORTS

Oct. 25	—	Kobe	Takada	Br. M.M. & Co.
Oct. 25	—	Kobe	Inami Maru	Jap. N.Y.K.
Oct. 27	—	Moji, Kobe, Osaka	Omi Maru	Jap. N.Y.K.
Oct. 30	—	Moji, Kobe, Osaka	Kasuga Maru	Jap. N.Y.K.
Oct. 30	—	Moji, Kobe, Osaka	Chikugo Maru	Jap. N.Y.K.
Nov. 3	—	Moji, Kobe, Osaka	Yamashiro M.	Jap. N.Y.K.
Nov. 6	—	Moji, Kobe, Osaka	Yawata Maru	Jap. N.Y.K.
Nov. 7	—	Moji, Kobe, Osaka	Takeshima Maru	Jap. N.Y.K.
Nov. 9	—	Moji, Kobe, Osaka	Wakanaura M.	Jap. N.Y.K.

FOR EUROPE INDIA, STRAITS, ETC.

Oct. 24	—	London, etc.	Pembrokehouse	Br. G.L.E.A.
Oct. 25	—	London, etc.	Sado Maru	Jap. N.Y.K.
Oct. 25	—	Denmark, etc.	Panama	Jap. N.Y.K.
Oct. 25	—	Java ports	Tilliwong	Det. H.C.T. Co.
Oct. 26	—	London, ports	W. Plant	Am. Adl. Line
Oct. 30	—	Liverpool, etc.	Telemaur	Br. B.S.S.
Oct. 30	—	London, ports	Africa	Ital. L. Triest
Nov. 4	—	London, ports	Gleniffer	Br. G.L.E.A.
Nov. 4	—	Hamburg, etc.	Dakar Maru	Jap. N.Y.K.
Nov. 7 10:00	—	Marseilles, ports	Porthos	Fr. M.M. & Co.
Nov. 7 10:00	—	London, ports	Bloomfontine	Br. M.M. & Co.
Nov. 8	—	London, ports	Novara	Br. M.M. & Co.
Nov. 10	—	Marseilles, ports	West Sequana	Am. P.M.S.S. Co.
Nov. 10	—	Bombay, ports	Dillwara	Br. M.M. & Co.
Nov. 10	—	Rotterdam, etc.	E. Gleniffer	Am. Adl. Line
Nov. 11	—	Liverpool, etc.	Antiochus	Br. B.S.S.
Nov. 11	—	Antwerp, etc.	Atrous	Br. B.S.S.
Nov. 13	—	Liverpool, etc.	E. Admiral	Am. Adl. Line
Nov. 15	—	Java ports	Telemaur	Dut. H.C.T. Co.
Nov. 18	—	London, ports	Elpenor	Br. B.S.S.
Nov. 18	—	Amsterdam, ports	C. of Naples	Br. J.V.A.C.
Nov. 20	—	London, ports	Kancran	Dut. H.C.T. Co.
Nov. 22	—	Liverpool, ports	Sollers	Br. M.M. & Co.
Nov. 25	—	Liverpool, etc.	Telemaur	Br. B.S.S.
Dec. 2	—	Hamburg, etc.	Theseus	Br. B.S.S.
Dec. 2	—	Liverpool, ports	Orestes	Br. B.S.S.
Dec. 5	—	Liverpool, ports	Kamakura Maru	Jap. N.Y.K.
Dec. 5	—	London, ports	Sonnai	Br. M.M. & Co.
Dec. 9	—	Liverpool, etc.	Memnon	Br. M.M. & Co.
Dec. 13	—	London, ports	Devanha	Br. M.M. & Co.
Dec. 16	—	Antwerp, etc.	Pyrrhus	Br. B.S.S.
Dec. 16	—	Genoa & Liverpool	Demodocus	Br. B.S.S.
Dec. 26	—	Liverpool, etc.	Hector	Br. B.S.S.
Dec. 30	—	Hamburg, etc.	Machanon	Br. B.S.S.

FOR SOUTHERN PORTS

Oct. 24	—	A. H'kong, C'ton	Kwanlee	Chl. C.M.S.N. Co.
Oct. 24 10:00	—	Amoy	Chinkiang	Br. B.S.S.
Oct. 24 10:00	—	Poochow	Feiching	Chl. C.M.S.N. Co.
Oct. 25 4:30	—	Ningpo	Hsin Ningshao	Chl. N.S.S.N. Co.
Oct. 25 5:00	—	Ningpo	Hsin Ningshao	Chl. N.S.S.N. Co.
Oct. 26 3:30	—	Ningpo	Hsin Ningshao	Chl. N.S.S.N. Co.
Oct. 26 10:00	—	Hongkong, Canton	Hsien	Chl. C.M.S.N. Co.
Oct. 26 10:00	—	S. H'kong, C'ton	Hsien	Chl. C.M.S.N. Co.
Oct. 26	—	Swatow & Hongkong	Hsien	Chl. C.M.S.N. Co.
Oct. 28 11:00	—	Hongkong, Canton	Sunning	Br. B.S.S.
Oct. 28	—	Hongkong	Nile	Br. B.S.S.
Oct. 30 noon	—	S. H'kong, C'ton	Yanchow	Br. B.S.S.
Oct. 31	—	Hongkong	E. of Japan	Br. C.P.O.S.
Nov. 6	—	Manila, Hongkong	E. of Asia	Br. C.P.O.S.
Nov. 11	—	Hongkong	Shinyo Maru	Jap. T.K.K.
Nov. 13	—	Manila, Hongkong	Ecuador	Am. P.M.S.S. Co.

FOR NORTHERN PORTS

Oct. 24	—	Newchwang	Kungling	Chl. C.M.S.N. Co.
Oct. 24 10:00	—	Newchwang	Ichang	Br. G.L.E.A.
Oct. 24 noon	—	W'wei, C'ton, T'sin	Koonshing	Br. J.M. & Co.
Oct. 24	—	Tientsin	Kwongping	Br. K.M.A.
Oct. 25	—	Chinwangtao	Kaiping	Br. K.M.A.
Oct. 25 3:00	—	W'wei, C'ton, T'sin	Feuchien	Br. B.S.S.
Oct. 26 10:00	—	Antung	Wuhu	Br. B.S.S.
Oct. 26 9:30	—	Tsingtao & Dairen	Kobe Maru	Jap. S.M.R. Co.
Oct. 26	—	Tientsin	Hsintah	Chl. C.M.S.N. Co.
Oct. 30 10:00	—	W'wei, C'ton, T'sin	Kungling	Br. B.S.S.
Oct. 30 noon	—	Tsingtao & Dairen	Sakaki Maru	Jap. S.M.R. Co.
Oct. 31 1:00	—	Tsingtao & Dairen	Sakaki Maru	Jap. S.M.R. Co.

FOR RIVER PORTS

Oct. 24	—	M.N. Hankow, etc.	Hwaitea	Chl. C.M.S.N. Co.
Oct. 25	—	M.N. Hankow, etc.	Kiangyue	Chl. C.M.S.N. Co.
Oct. 25	—	M.N. Hankow, etc.	Kutuo	Br. J.M. & Co.
Oct. 26	—	M.N. Hankow, etc.	Tuckoo	Br. B.S.S.
Oct. 26	—	M.N. Hankow, etc.	Nagasaki	Br. B.S.S.
Oct. 26 10:00	—	Pukow	Seichuen	Br. B.S.S.
Oct. 27	—	M.N. Hankow, etc.	Kiangyue	Chl. C.M.S.N. Co.
Oct. 27	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Oct. 28	—	M.N. Hankow, etc.	Kiangyue	Chl. C.M.S.N. Co.
Oct. 28	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Oct. 28	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Oct. 29	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Oct. 29	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Oct. 30	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Oct. 31	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Nov. 1	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Nov. 1	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.
Nov. 1	—	M.N. Hankow, etc.	Wooching	Br. B.S.S.

CARRYING MAIL

* A.M. M.N.—MIDNIGHT, D.L.—DAYLIGHT



S. S. "METHVEN"

will leave SHANGHAI on or about November 12th.

For Singapore

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S.S. "NGANKIN" sails October 26th, midnight.
S.S. "WOOSUNG" sails October 27th, midnight.
S.S. "SHENGRING" sails October 28th, midnight.

Steamers connect at Hankow with the Company's sailings on the Middle Yangtze and Hunan Lines.

FOR WEIHAIWEI, CHEFOO and TIENTSIN (and PEKING via TIENTSIN).
S.S. "FENGTIEN" sails October 26th, 3 p.m.
S.S. "TUNGCHOW" sails October 30th, 3 p.m.
S.S. "SHUNTEN" sails November 2, 3 p.m.

For HONGKONG and CANTON via SWATOW and AMOY.

S.S. "SHANTUNG" sails October 26th, direct.
S.S. "SUNNING" (via Amoy) October 28th.
S.S. "YINGCHOW" sails October 30th, noon.

Steamers connect at Hongkong with services to the Philippines, Indo-China and Australian Ports, also to Bangkok and Singapore.

FOR TIENTSIN.
S.S. "CHENAN" sails October 30th.

FOR NINGPO.
S.S. "HSIN PEKING" at 4:30 p.m. every Monday, Wednesday and Friday.

The above steamers have Electric Light throughout and are fitted with Electric Fans and Steam Heaters in State Rooms and Dining Saloons and are otherwise completely equipped for the comfort and convenience of Passengers.

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Emp. of Russia Oct. 23	Emp. of Japan Oct. 31
Monteagle Oct. 30	Emp. of Asia Nov. 6
Emp. of Japan Nov. 12	Emp. of Russia Dec. 4
Emp. of Asia Nov. 20	Monteagle Dec. 19
	Emp. of Asia Dec. 26
	Emp. of Japan Dec. 31
	Emp. of Asia Jan. 7

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For the season of 1921, in order to properly take care of the requirements of our passengers travelling from the Orient to Europe, we will hold in our Oriental offices an allotment of cabins on our Atlantic steamers. After 1921 sailing dates have been determined, we will be in a position to allot this accommodation.

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Portland, Ore. via Hongkong and Manila

S.S. COAXET NOV. 21

FOR DAIREN AND SEATTLE

S.S. WHEATLAND NOV. 7

S.S. CITY OF SPOKANE NOV. 17

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S.S. Venezuela ... Nov. 6	S.S. Ecuador ... Nov. 13
S.S. Ecuador ... Dec. 4	S.S. Colombia ... Dec. 11
S.S. Colombia ... Jan. 1	S.S. Venezuela ... Jan. 8

FREIGHT ONLY.

For Manila and Hongkong
S.S. WEST NIGER about Nov. 4

For Japan Ports and San Francisco
S.S. WEST NIGER about Nov. 25

SHANGHAI-CALCUTTA SERVICE

FREIGHT ONLY

GENERAL SHIPPING NEWS

N. Y. K.

NIPPON YUSEN KAISHA

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Under Mail Contract with the Imperial Japanese Government
Sailings From Shanghai (Subject to Alteration)

EUROPEAN LINE MAIL SERVICE

Marseilles, London and Antwerp via Hongkong, Singapore, Penang, Colombo, Suez and Port Said.

KITANO MARU ... 16,000 Capt. F. E. Cope, Nov. 5
INABA MARU ... 12,500 Capt. N. Seo, Nov. 22

EUROPEAN LINE CARGO SERVICE

For Marseilles and Liverpool via ports:—
KAMAKURA MARU ... 12,500 Capt. S. Enya, Dec. 5

For London, Antwerp, Rotterdam, and Hamburg via ports:—
DAKAR MARU ... 10,000 Capt. M. Kobayashi, Nov. 4

FOR VICTORIA AND SEATTLE (Via Nagasaki, Kobe and Yokohama).

FUSHIMI MARU ... 21,000 Capt. M. Machida, Dec. 18
KATORI MARU ... 19,000 Capt. K. Yoshikawa, Jan. 5

FOR VICTORIA AND SEATTLE (Sailing from Kobe).

KASHIMA MARU ... 19,000 Capt. K. Itsuno, Nov. 6
FOR NEW YORK VIA PANAMA (Via Japan Ports and San Francisco).

GENOA MARU ... 10,000 Capt. Y. Yui, Oct. 26

FOR SOUTH AMERICA

For Buenos Ayres, Santos, Rio de Janeiro via Durban and Cape Town:—

FOR YOKOHAMA VIA NAGASAKI, MOJI AND KOBE.

KASUGA MARU ... 7,000 Capt. R. Shimizu, Oct. 30
TAKESHIMA M. ... 4,500 Capt. S. Kimura, Nov. 7

WAKANOURA MARU ... 5,000 Capt. J. Fujisawa, Nov. 9

FOR KOBE AND OSAKA VIA MOJI (Osaka may be omitted).

OMI MARU ... 7,000 Capt. S. Kishimoto, Oct. 27
CHIKUGO MARU ... 5,500 Capt. K. Hayashi, Oct. 30

YAMASHIRO MARU ... 7,000 Capt. H. Hara, Nov. 3
YAWATA MARU ... 7,000 Capt. S. Shinohara, Nov. 6

FOR KOBE DIRECT.

INABA MARU ... 12,500 Capt. K. Seno, Oct. 25

FOR HONGKONG.

KATORI MARU ... 19,000 Capt. K. Yoshikawa, Dec. 17

FOR MANILA AND HONGKONG.

KASHIMA MARU ... 19,000 Capt. K. Itsuno, Jan. 9, 1921

FOR AUSTRALIA (Sailing from Hongkong).

For Manila, Zamboanga, Thursday Is., Townsville, Brisbane, Sydney, Melbourne:—

AKI MARU ... 12,500 Capt. G. Shinomiya, Nov. 15
TANGO MARU ... 14,000 Capt. B. Saito, Dec. 22

NIKKO MARU ... 10,000 Capt. J. Kurano, January

The Company also runs numerous steamers from Japan to China and Korean ports and Vladivostok, and also between the principal ports in Japan.

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S.S. "Eastern Admiral" Nov. 13

FOR LONDON-ANTWERP-ROTTERDAM

S.S. "Eastern Planet" Oct. 26 S.S. "Eastern Cloud" Nov. 10

FOR BOSTON AND NEW YORK

S.S. "Eldora" Oct. 21 S.S. "City of Joliet" Nov. 12

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THE ADMIRAL LINE, Agents.

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INCORPORATED

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Green Star Line

For San Francisco—via Dairen, Kobe and Yokohama.

U.S.S.B. S.S. HATHAWAY ... Nov. 29th

For Seattle—via Kobe and Yokohama.

U.S.S.B. S.S. WEST JENA ... Oct. 24th

For New York—via Suez Canal.

Green Star S.S. EURANA ... Dec. 3rd.

For Hongkong—via Manila.

U.S.S.B. S.S. HATHAWAY ... Nov. 8th.

For Singapore—via Manila and Saigon.

U.S.S.B. S.S. WEST CACTUS ... Nov. 10th.

EXECUTIVE OFFICE FOR THE FAR EAST SHANGHAI OFFICE

Shanghai, China. 7 Jinko Road Tel. Cent. 3557

C. S. HOLMES, Asst. General Manager. W. B. Lunt, Agent.

Telegrams "DIXSTRUTH"

Shipping Items

The Adl. Line s.s. Cross Keys

left Vladivostok for Seattle on

Friday, October 15.

The I.C. s.s. Tuckwo left Han-

chow for Shanghai on Thursday.

The C.N. s.s. Ngankin left Han-

chow for Shanghai on Thursday.

The C.N. s.s. Sunning left

Hongkong for Shanghai on Thurs-

day.

The C.N. s.s. Fengtien left

Tientsin for Chefoo, Weihaiwei

and Shanghai on Thursday.

The I.C. s.s. Kwongsang is ex-

pected to arrive in Shanghai from

Tsingtao today.

The C.M. s.s. Helmschlag left

Tientsin for Shanghai on Thurs-

day.

The Adl. Line s.s. Coast left

Portland for Kobe on October

13.

The C.M. s.s. Kiangfoo left

Hankow for Shanghai on Friday.

The C.N. s.s. Woosung left

Hankow for Shanghai on Friday.

The N.Y.K. s.s. Omi Maru left

Moji for Shanghai on Friday and

is expected to arrive at the N.Y.K.

Wharf today.

The Blue Funnel s.s. Laertes,

from Liverpool, was expected to

arrive in Shanghai from

Tsingtao today.

The C.N. s.s. Shengking will

leave Hankow for Shanghai to-

day.

The C.N. s.s. Chenan will leave

Hankow for Shanghai today.

The C.N. s.s. Tungehow will

leave Tientsin for Chefoo, Wei-

haiwei and Shanghai today.

The C.M. s.s. Taisun left

Hongkong for Shanghai on Thurs-

day.

The Glen Line s.s. Vogland,

from London, left Singapore for

Hongkong and Shanghai on

Thursday morning and is due to

arrive in port on October 29.

The S.M.R. s.s. Kobe Maru is

expected to arrive in Shanghai

from Dairen and Tsingtao to-

morrow morning and will sail for

same ports on Tuesday morning

at 9.30 o'clock. The tender with

passengers is to leave the cus-

tomers jetty at one hour earlier.

The China Mail s.s. China which

sailed from Shanghai on Septem-

ber 28, arrived at San Francisco

by way of Nagasaki, Yokohama

and Honolulu on October 20 as

per schedule.

The B. I. s.s. Takada, from Cal-

cutta on September 30, is expect-

ed to leave Hongkong for Shang-

hai next Tuesday.

The P. and O. s.s. Dilwara,

from Bombay on October 18, was

expected to leave Colombo for

Singapore, Hongkong and Shang-

hai Friday afternoon.

The Adl. Line s.s. Dryden left

New York for Yokohama on

October 14.

The I.C. s.s. Loongwo will leave

Hankow for Shanghai tomorrow.

The C.N. s.s. Taung will leave

Hankow for Shanghai tomorrow.

The C.M. s.s. Kiangyung will

leave Hankow for Shanghai on

Tuesday.

The C.N. s.s. Chungking will

leave Hankow for Shanghai on

Tuesday.

The C.N. s.s. Shiyang will leave

Hongkong for Shanghai on Tues-

day.

The C.N. s.s. Yingchow will

leave Tsingtao for Shanghai on

Tuesday.

The C.M. s.s. Hsinming left

Chefoo for Tientsin on Friday.

The N.Y.K. s.s. Kaseu Maru

will leave Nagasaki for Shanghai

tomorrow and is expected to ar-

rive at the Wayside Wharf on

Wednesday.

The N.Y.K. s.s. Chikugo Maru

will leave Moji for Shanghai to-

morrow and is expected to arrive

at the N.Y.K. Wharf on Wednes-

day.

The N.Y.K. s.s. Sado Maru ar-

rived in Shanghai from Japan yester-

day afternoon and will sail for

London and way ports at daylight

tomorrow. The tender with pas-

sengers and mails will leave the

Customs jetty at 5 o'clock this

afternoon.

P. & O., British India, Apcar, E. & A. S.S. Lines

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S.S. "NOVARA" November 8th
S.S. "NELLORE" November 22nd
S.S. "SOMALI" December 6th
S.S. "DEVANHA" December 13th
S.S. "SICILIA" December 27th
S.S. "PLASSY" January 17th

FOR BOMBAY via STRAITS AND COLOMBO

S.S. "DILWARA" November 10th
S.S. "DUNERA" December 5th

FOR CALCUTTA DIRECT FROM HONGKONG

S.S. "TAKADA" November 14th
S.S. "JAPAN" November 22nd
S.S. "TANDA" December 7th

FOR SYDNEY from HONGKONG

S.S. "EASTERN" October 30th
S.S. "KANOWNA" December 1st
S.S. "ST. ALBANS" December 1st

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Sailing from Shanghai about

S.S. "West Kents" Nov. 17
S.S. "West Nivaria" Dec. 9
S.S. "Bearport" Dec. 17
S.S. "West Nomentum" Jan. 21
S.S. "Sinasta" Feb. 3

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and Hamburg via Hongkong, Singapore and Colombo.

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*ANDES MARU ... 15,000 D. Imaidzumi Oct. 31 Nov. 3

NEW YORK LINE, For San Francisco, Panama and Cuba via Japan

Ports:—

*HAGUE MARU ... 15,000 K. Kitano Nov. 19 Nov. 21

PUGET SOUND LINE, For Tacoma, Victoria, Seattle and Van-

couver via Nagasaki, Kobe and Yokohama.

*HAWALL MARU ... 18,000 T. Suruga Nov. 13 Nov. 15

FOR HONGKONG.

*AFRICA MARU ... 18,000 H. Tamamoto, Nov. 11 Nov. 12

FOR NORTH CHINA PORTS, For Dairen via Tientsin.

*KEELUNG MARU ... 3,000 N. Namizawa, Nov. 2 Nov. 4

FOR FORMOSA, For Takao via Keelung.

*KOHOKU MARU ... 5,000 J. Akazawa, Oct. 31 Nov. 2

Those steamers marked * have no passenger accommodation.

The Company also runs numerous steamers from Japan to Principal

Ports of the world.

Through freight booked from Shanghai for Transhipment at Kobe.

OSAKA SHOSHEN KAISHA

Union Building, 4 The Bund, Tel. Nos. Central 4233, 4234 and 4235.

O.S.K., Yangtzepoo Wharf, Tel. Nos. Central 2215 East 208 and 212.

Tel. Address: SHOSHEN Shanghai.

leave Hongkong for Shanghai on

Thursday.

The C.M. s.s. Kianghsia left

Hankow for Shanghai yesterday.

The C.M. s.s. Yushun left Tien-

tsin and Chefoo for Shanghai yes-

terday.

The I.C. s.s. Tungshing is ex-

pected to arrive in Shanghai from

Business and Official Notices

SPECIAL

1920 BUICK 6-cylinder, 5-passenger.
Bumper, Spotlight, Seat Covers: run 1200 miles.
DAVIS, CENTRAL GARAGE, 2a Jinkee Road.
Tel., Central 3800



AUCTION INDEX

Tuesday, October 26th.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.
Thursday, October 28th.—Useful Household Furniture, etc., in Salesroom at 10 a.m.
Friday, October 29th.—The balance of Stock of Provisions belonging to the Shanghai Co-operative Society, also a quantity of good Wines, in Salesroom at 10 a.m.
Saturday, October 30th.—Excellent Household Furniture and Sundries in Salesroom at 10 a.m.
Saturday, October 30th.—Continuation of the valuable collection of Postage Stamps of the 23rd, in Salesroom at 2.30 p.m.

FOR AUCTION

We expect to receive our usual consignment of furs some time next month, when some superb skins will be offered at auction in our salesroom.



Favoured with instructions from

THE CONCERNED

will sell by Public Auction within their salesroom
No. 97 Szechuen Road.

On Wednesday, the 27th October, 1920

commencing at 10 a.m.

and

continuing at 2.30 p.m.

A Very Fine and Superior Selection of Genuine Old Curios of Extreme Rarity

including scrolls of Tang, Sung, Yuan, Ming, Tsin, jade and bronze of 3 ancient dynasties, vases, wall plates, fish kongs, porcelains of Kanghsi, Yungcheng, Kiangcheng and Taokwang. While every care is taken to examine their genuineness, the auctioneers are not liable for the correct description regarding periods.

ALSO

a small but splendid assortment of

VALUABLE JEWELLERY

including diamond rings, brooches, bracelets, earrings, gold watches, etc., etc.

On view Monday and Tuesday, the 25th and 26th October

NOTICE
Dr. Belilios'
present address is
6 JINKEE ROAD
33045

"MEADOW" BRAND FRESH BUTTER

in one pound pats
may be obtained from all
leading Storekeepers

TINNED BUTTER HAZEL WOOD BRAND

Finest American Butter in
one and two pounds full
weight tins

Per case of 24 2 lb. tins. \$49.00
Per case of 48 1 lb. tins. 51.00

Geddes & Co., Limited.

IMPORTERS
5 Peking Road Tel. 349

CHINESE
GOVERNMENT RAILWAYS
S. N. AND S. H. N. LINES.
Additional Charges for Famine
Relief.

For the relief of sufferers from
the famine, additional charges, as
briefly given below, will be levied
on the Railway receipts on these
Lines on and from the 1st November,
1920.

- PASSENGER TICKETS.
(a) On each 1st Class ticket—20 cents (big money)
(b) On each 2nd Class ticket—10 cents (big money)
(c) On each 3rd Class ticket of:
5 cents or under, 1 copper cent;
10 cents 2 copper cents;
15 cents 3 copper cents;
20 cents 4 copper cents;
25 cents 5 copper cents

No additional charge will be
levied on 4th or 5th class tickets
2. On THROUGH passenger
tickets the above amounts multiplied
by the number of participating
lines will be collected.

3. FREIGHT TRAFFIC.—An ad-
ditional charge of 5% will be col-
lected on the total amount shown
on each FREIGHT invoice.

4. PARCELS TRAFFIC.—On
parcels traffic an additional charge
of 3% on the total amount shown
on the parcels ticket will be col-
lected.

Additional Charges for Telegrams
To places within the same
Provinces 10 cents
To places in other Pro-
vinces 20 cents
To Foreign Countries 30 cents

5. Posters giving detailed par-
ticulars are exhibited at the
stations.

By order,
TRAFFIC MANAGER.

Not a Single
CRCS WORD
in a
CASE
SANDY MACDONALD
(Sandy Mac)
is the best
SCOTCH WHISKY
At All Storekeepers

GARNER, QUELCH & CO.
Sole Agents

To Foreign Exporters

GENTLEMEN,
As you know, the members of
our Association by their contracts
for delivery of Liquid Egg and
Liquid Yolk are at present re-
sponsible for good quality of goods
up to within four months from
date of shipment from Shanghai.
During the past years so many
claims have been made upon our
members as to bad quality of Liquid
Egg and Liquid Yolk, though ship-
ped in good condition from Shang-
hai, that they lost large sums in
paying such claims; in many cases
claims were double the contract
price.

As we do not care to go into the
question as to whether the large
increase in the number and amount
of claims made may not have some
relation to violent fluctuations in
exchange and fall in prices, the
Association on behalf of its mem-
bers instruct me to inform ex-
porters that on all contracts for
goods to be delivered on or after
January 1st, 1921, no claim will be
recognised by the sellers on goods
which have been accepted by the
buyers prior to shipment.

The Secretary
THE CHINESE ASSOCIATION OF
EGG PRODUCTS
MANUFACTURERS.

32923

Hankow and Ports

The Hoong On S.S. Co.'s Steamer
Teh Hsing Captain S. K. Chao, will
leave from the Ninghsiao Wharf,
Chinese Bund Nantao, on Tuesday,
the 26th inst., at about 12 o'clock
(midnight) (Cabins fitted with
electric fans). Passage money,
Shanghai to Hankow, \$36 single
and \$54 return. For Freight or
Passage apply to the office of the
Company No. 19-21 Avenue Edward
VII. Telephone Freight 1520 and
Passage 3233.

33066

SALE! SALE!

FOR BUSINESS COMMENCING
Hand Made Lace, Embroidery,
Centre-Pieces, Underwear, etc.

Tsen Chong Lace Co.
93 Bubbling Well Road, Shanghai

32915

Dr. Ella E. Kamphefner
OSTEOPATHIC PHYSICIAN
Graduate of Los Angeles College
of Osteopathic Physicians and
Surgeons.

Office open October 25, 1920.
3 Quinsan Gardens.
Office hours.
9.11 and 12.5
Telephone No. 1611

33018

Dr. M. N. Kaizen, M.D.
Specialist in Surgical, Woman's
and Internal Diseases.
Consulting hours: 5-7 p.m.

Dr. S. S. Shpilberg, M.D.
Specialist in Internal, Children's
and Nervous Diseases.
Consulting hours: 10-12 a.m.
3-5 p.m.

Office: 12, NANKING ROAD,
Kelly and Walsh Building.
Telephone: Central 3214.
Residence: Telephone
North 560 and North 2035

32978

Business and Official Notices
are Continued on
Page 24 and 25

FOR AMERICAN, BRITISH AND CHINESE
METALS, HARDWARE & SUNDRIES
PHONE OR WRITE TO
W. Z. ZEE & SONS
(ZUNG LEE & SONS, ESTABLISHED 1895)
SHANGHAI

PORTABLE TYPEWRITERS

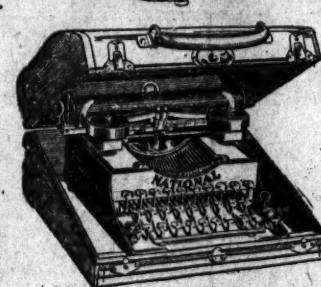


CORONA

Weight 6½ lbs.

Mex

\$85.00



NATIONAL

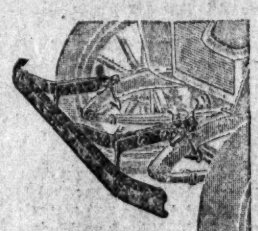
(Model 5)

weight 9½ lbs.

Mex

\$78.00

Phone THE OFFICE APPLIANCE CO. Cable Add. "Blackback"
C. 4778 22 Nanking Road, Shanghai



The Stewart AUTOGUARD

Guards you and your car against
the annoying, troublesome and,
sometimes, expensive accidents,
which you are sure to meet with
sooner or later.

Distributors and Service Station for China of Stewart Products
The Shanghai Horse Bazaar & Motor Co., Ltd.



LOMBIO CURES PILES

Prickly Heat, Eczema,
and all Skin Troubles.

LOMBIO gives immediate
relief from the intolerable
itching, irritation and pain
which attend hemorrhoids.
Cure out
the best from the inflexible
nature and effects a per-
manent cure

To be obtained from local
agent
Shanghai Dispensary
24 Fochow Road, Shanghai
Sole Proprietors:
LOMBIO COMPANY,
15, New Fz Bisho Road,
London, E.C.

New stock has now arrived

Dr. Furstenberg M.D.
Specialist in urinary, venereal
skin and internal diseases.
Hours 11-1 and 4-6 p.m.
25 Avenue Edward VII Ben
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GODOWNS, TO LET

THREE-story godown on Chao-
foong Road, space over 9,000 sq.
feet, from 1st November. Address
to No. 10 Yangtzepoo Road.

32970 O. 36

Amusement Advertising
will be found on
Page 27

All Advertisements
must be prepaid.
Replies must be
called for.

Classified Advertisements

2 Cents a Word.
Minimum Charge
40 cents

SITUATIONS WANTED

DEMOISELLE française, 23 ans,
desire occupation pres de jeunes
enfants. Ecrite Box No. 1075,
THE CHINA PRESS.

33047. O. 24

STENOGRAPHER (American),
who has had legal, commercial and
executive experience, desires position.
Apply to Box 1086, THE
CHINA PRESS.

33070 O. 26

ENGLISHMAN (36), first-class
cost-accountant, open for engage-
ment. Prefer industrial or manu-
facturing concern. Apply to Box
1059, THE CHINA PRESS.

33019 O. 26

HOUSES WANTED

WANTED house of eight or
more rooms, in western district
or French town, furnished or un-
furnished will take over furniture
and fixtures if reasonable. Apply
to Box 1062, THE CHINA PRESS.

33024 O. 24

AMERICAN couple desire to rent
nicely furnished house in French or
western district, to be available by
November 15th. Apply to Box 1065,
THE CHINA PRESS.

33027 O. 26

WANTED, accommodation for an
American couple, with a month-old
baby; would consider small house
or flat. Western district. Apply
to Box 1049, THE CHINA PRESS.

33001 O. 24

OFFICES WANTED

WELL-established corporation re-
quires approximately 1800 square
feet of office space. Building must
be modern and in good location.
When answering give full par-
ticulars. Address to Box 1016,
THE CHINA PRESS.

33020 O. 21

SITUATIONS VACANT

WANTED Chinese well informed
on Chinese drama and theatres
to act as interpreter and trans-
lator. Must be well-educated and
speak good English. Apply to
Box 1073, THE CHINA PRESS.

33045 O. 24

EXCELLENT opportunity for
young man to establish himself.
Good specialties. Attractive
commissions. Apply to Box 1065,
THE CHINA PRESS.

33031

WANTED, experienced male steno-
grapher well trained in office
routine, typing and filing. Apply
to Box 1048, THE CHINA PRESS.

33000 O. 24

WANTED thoroughly experienced
stenographer for large Shanghai
firm. Please apply, stating age,
nationality, experience, and salary
desired, to Box 1053, THE CHINA
PRESS.

33007 O. 24

CAN anyone recommend a good
Japanese amah, and also a cook
Apply to Box 1051, THE CHINA
PRESS.

33005 O. 24

PROFESSIONAL

FRENCH lessons given by ex-
perienced French gentleman. The
newest, easiest and quickest
method. Apply to Box 1076,
THE CHINA PRESS.

33047 O. 28

RUSSIAN and French lessons by
educated young lady teacher,
translations and typing also done.
70 Bubbling Well Road, Room 8.
33053 O. 24

CHINESE, Russian or English
lessons given by an Orientalist,
graduate from Oriental Institute,
who speaks Mandarin dialect
fluently. Please apply to Box
1079, THE CHINA PRESS.

33051 O. 28

WANTED, instructor violin. Apply
to Box 1071, THE CHINA PRESS.

33041 O. 24

FRENCH lady, experienced teacher,
gives lessons. Well-recommended.
Apply to Box 1060, THE CHINA
PRESS.

33020 O. 24

RUSSIAN lady wishes translation
work: French, Russian and Eng-
lish lessons given. Apply to Box
952, THE CHINA PRESS.

APARTMENTS

Connaught House, 8 Quinsan Gar-
dens. Vacant 5th Nov. one large
room, bath attached with board,
suitable for married couple or two
bachelors.
Apply MRS. G. POLLOCK

33047. O. 24

TO LET, with board from Novem-
ber 1st, large well furnished room
and bath room. Suitable for
married couple. All modern com-
forts, garage and stabling. Apply
to Box 964, THE CHINA PRESS.

33048 O. 24

ORIENTAL HOUSE
31 Boone Road
ONE large room, two small rooms
facing garden. Hot and cold water.
Suitable for married couples or
bachelors. Moderate prices. Table
under the personal supervision of
the American proprietress, Tel.
North 1102.

33049 O. 27

TO LET, one very nice furnished
room with full board. Telephone
and garage. 34 Markham Road.
Pension Lacher.

33022

TO LET, from 1st November, two
nicely furnished front rooms,
with bathroom and verandah
attached, also two small back
rooms suitable for bachelors only.
Can be seen between the hours 9
to 12 a.m. and 5 to 8 p.m. Apply
36 Quinsan Road.

33060 O. 24

WELL-FURNISHED room with
excellent board to let at No. 103
Bubbling Well Road. Phone West
805 or call personally.

33062 O. 27

TO LET, large room with board.
Phone West 1450.

33067 O. 27

TO LET, one small furnished room
with board. Apply 20, Haskell
Road.

33069 O. 27

TO LET, in French concession, in
private family, one or two well-
furnished rooms with good board,
bathroom and verandah attached.
Hot and cold water, tennis, garage
and telephone. Apply to Box
1057, THE CHINA PRESS.

33013

TWO furnished connected rooms
with verandah, to let with board.
Apply at 10 Kungping Road.

33008

ATTIC room to let. Apply to 19
North Szechuen Road.

33004 O. 24

TO LET, from 25th October, well-
furnished room with bathroom
attached. Suitable for two bache-
lors. Please apply 3 Young Allen
Terrace.

32975 O. 24

TO LET, a furnished room with
balcony, overlooking the river, in
private family, no board. Apply to
Box 1043, THE CHINA PRESS.

32991 O. 24

TO LET with board, from Novem-
ber 1st, large well-furnished room
and bathroom attached, suitable
for married couple or two bachelors.
Apply 3 Kungping Road.

32935 O. 26

MISCELLANEOUS

FIRE and marine insurance
agency wanted by old and well-
established firm. Immediate
results. Apply to Box 1080, THE
CHINA PRESS.

33050 O. 30

If you wish to sell or let your
house, with or without furniture,
you would find it beneficial to
communicate with us, as we are
always prepared to make the neces-
sary arrangements on your behalf,
and can guarantee you quick and
satisfactory results. We have
many prospective buyers waiting
for such opportunities. Our terms
are in every respect most reason-
able. Apply to E. Rankin and Co.,
2A Hankow Road.

33006 O. 26

FOR SALE, 1920 model Ford, self-
starter, electric lights, five de-
mountable wire wheels, only run
500 miles. Apply to Box 1038,
THE CHINA PRESS.

32973 O. 27

WHY not buy a new Hupmobile
from the Shanghai Garage Co. Ltd.?

LOST at Wing On's Thursday
evening a heavy silver purse with
Shanghai and Taingtao banknotes.
Reward if returned to 22A N.
Szechuen Road.

33048 O. 24

EXCHANGE AND BART

FOR SALE, one Bergmann's 38
Belgian automatic pistol (Mauzer
type) with holster and cartridges.
\$50, one mark VI Wobley
revolver .45, with holster and
cartridges, \$50. Apply to Box
1077, THE CHINA PRESS.

33048 O. 24

FOR SALE, for the races, pair
new Bausch & Lomb's prismatic
binoculars with case, 6 x 30, \$95,
one slightly used Watson & Co.'s
English prismatic binoculars x 6,
with case, \$70. Apply to Box
1078, THE CHINA PRESS.

33048 O. 24

WANTED to purchase, I. C. S.
language outfit, Phonograph re-
cords and text-books, complete or
separately. Apply to Box 1063,
THE CHINA PRESS.

33025 O. 24

FOR LEASE, 15 mow of land,
Soochow Creek frontage, next to
Jiesfield Rail-road bridge, B. C.
Lot 7543, ideal factory site. Apply
to Box 1081, THE CHINA PRESS.

33058 N. 28

FOR SALE, small boys' toy
motorcar and tricycle, both in
good condition. For particulars
please apply to G. E. Rider, c/o
The Shanghai Horse Bazaar &
Motor Co., Ltd., 36 Bubbling
Well Road.

33059 O. 24

FOR SALE, one Columbia six,
Limousine, new, thoroughly equip-
ped. Apply to Box 1053, THE
CHINA PRESS.

33064 O. 24

FOR SALE, Hudson seal coat with
stunk collar and cuffs. Owner
leaving Shanghai. Valued at Mex.
\$750. Will take nearest offer.
Apply to Box 1084, THE CHINA
PRESS.

33065 O. 27

FOR SALE, Underwood typewriter,
Ricksaw and Persian carpet.
Phone West 1450.

33068 O. 27

"PASHA" Thoroughbred Australian

The Palace Where the Sorceress Medea Lived and Loved

*Newly Found
Ruins of
Ancient Royal
Splendor
That May Throw
New Light
Upon Homer's
Heroine
Who Helped
Jason Win the
Priceless
Golden Fleece*



The Heartless Medea, in Flight with Her Lover Jason, Orders Her Young Brother Dismembered and Thrown Into the Sea in Order to Delay Her Angry Father's Pursuit. (From the Famous Painting by H. J. Draper.)

NEW interest is given Medea, the famous sorceress whose name is linked with the Golden Fleece and many other myths of ancient Greece, and much new light may be thrown on her surprising history by the recent discovery of the ruins of what is believed to be the palace where this extraordinary woman lived, loved and practised the strange magic arts which filled her enemies with dread.

This important discovery was made in the land which in ancient times was known as Colchis, but which is now called Mingrelia. It is bounded on the north by the Caucasus, on the south by Armenia and on the west by the Euxine Sea. The find is a direct result of the war, which has now opened up for the first time this interesting part of Asia to the spades of archaeologists.

A party of British scientists have been ranging over this region for the past six months, and by following the clues supplied by natives they have succeeded in uncovering what is undoubtedly Medea's old home—the magnificent palace which King Aetes built and where he and his sorceress daughter lived in royal state.

Of all the myths which have come down to us from distant ages none is more appealing to modern minds than those which centre around Medea. Here, as Homer relates it in his poems, was a life crowded from start to finish with more thrills of love and adventure than any heroine later history has ever known. And over the whole of her romantic career hangs the dark, mysterious shadow of supernatural power—the sorcery which made Medea's friendship a thing to be prized as life itself, and her enmity correspondingly dreaded.

Jason's bold expedition to Colchis as described by the poet Homer in quest of the Golden Fleece would have ended in failure had it not been for Medea's timely aid. She fell in love with the bold leader of the Argonauts and brought to his assistance in this desperate venture all the skill of her arts.

It was Medea's charms that protected Jason from the fierce bulls, breathing fire and hooped with brass, which he was obliged, in order to obtain the fleece, to yoke to the plow. It was her magic that enabled him to outwit the armed men who sprang from the dragon's teeth he was required to sow. For his escape from many other deadly perils Jason was indebted to Medea's devotion to him and his cause. At least so runs the old story.

When the Golden Fleece was finally won Medea fled with her lover to Corinth. Like many another woman who has sacrificed everything for a man, her reward was a broken heart. Jason's love for her soon grew cold. At last, when he was on the point of abandoning her for Creusa, the beautiful daughter of King Oreeon, Medea took a terrible revenge on him and his new sweetheart by killing Creusa.

After the murder Medea fled from Corinth to Athens. There the wounds of her heart eventually healed enough to permit her marrying Aegestus. By him she had a son, Medus, whom the Greeks regarded as the ancestor of the Medes.

But Medea's new love brought little more lasting happiness than the old one had done. She was caught plotting against the life of Theseus, her husband's son by

a former marriage, and was forced to flee from Athens to save her life. She returned to Colchis—perhaps to the very palace whose ruins have just been brought to light—and there, in comparative quietude, passed the closing years of her eventful life.

That the woman herself was something more than a myth is shown by the mention of Medea which the reticent Herodotus makes in the early chapters of his history. There he tells of a warlike expedition against Aea, the capital city of Colchis, on the river Phasis, which had for its immediate object her capture. The palace whose ruins have lately been uncovered stood in the city of Aea, and it was doubtless there that the warriors who came sailing up the river in search of Medea found the princess.

The ruins of Medea's home have as yet been only superficially explored, but enough has already been seen to make it certain that they will yield a wealth of historic treasures enough to fill a whole museum.

"There are many broken columns," says the first report of the discovery to reach this country, "rude stone foundations and indications of walls, showing that the palace and its courts must have covered at least three acres of ground. Here and there are bronze urns, with Greek letters inscribed on them. There are many earthen pots and some stone vases, beautifully carved, although for the most part broken. Scratching into some parts of the ruins, as time allowed, all kinds of utensils have been brought to light, including quite a number of articles of feminine adornment, such as bronze, silver and even gold earrings and finger-rings, bracelets cunningly wrought and sometimes beautifully carved."

Every fragment of these precious relics will be studied by archaeologists with the greatest care in the hope that it may reveal new and still more surprising chapters in the story of Medea, or that it may help us to understand how much of what we already know about her is truth and how much legend. Scholars are quite generally agreed that there is much of real history mingled with the myths of Jason and the Golden Fleece, and this is why the discovery of the palace where lived the princess who played such a most part in them is likely to prove of the greatest importance.

According to the fable the Golden Fleece had been created by Mercury to carry the children of the King of Thessaly to safety after he had deserted his wife, Nephele, for another woman. Landing in the kingdom of Colchis, on the eastern shore of the Black Sea, the ram was sacrificed to Jupiter and the Golden Fleece was given to Aetes, King of Colchis and father of Medea, who placed it in a sacred grove, guarded by a sleepless dragon. The tale of the Golden Fleece reaching Thessaly Jason is tempted by his uncle to go in search of it. Argus built a special vessel for him, large enough to hold fifty men, who were called the Argonauts, after the name of the vessel, the Argo.

When, finally, after many adventures, they reached the kingdom of Colchis, King



Medea Preparing the Magic Brew Which Made Jason's Aged Father Young Again. (From the Painting by Willis Maddox.) (And Above) Bowl from an Ancient Sacrificial Tripod Inscribed with an Invocation to the Gods Medea Worshipped.

Aetes agreed to give up the Golden Fleece if Jason would yoke two fire-breathing bulls, with brazen feet, and plow a furrow in which he was to sow the teeth of the dragon which Cadmus had slain.

At this point Medea made her appearance and determined to save him, even at the cost of playing her part as the great sorceress. She was in love with her father and had to lose the Golden Fleece.

Upon his promise to marry her she gave Jason a charm which would protect him both against the fire-breathing bulls and the armed warriors who later sprang from the field sown with dragon-teeth.

The day of the great contest arrived. Crowds hastened to the great grove of Mars, ready to see the Greek hero destroyed, and the hillside teemed with the populace. The bulls rushed in pur-

A Portion of the Ruins of Medea's Palace Now Being Excavated in Asia Minor.

ing fire, which scorched the grass as they passed. But Jason was not alarmed. With the charm about his neck he

soothed the roaring beasts and slipped the yoke over their necks, driving them unwillingly before his plow. The Greeks shouted in triumph and the Colchians were ashamed.

As he sowed the dragon teeth armed men sprang up ready to slay Jason. He defended himself at first with his sword, but when his opponents began to press him he had resort to Medea's charm. Instantly the dragonmen turned upon one another. The dragon, on guard before the Fleece, was lulled to sleep by a few drops of a liquid prepared by Medea's secret arts. Jason seized the Fleece and hurrying to his ship, took Medea with him. Her younger brother, Absyrtus, accompanied Medea.

When she saw her father's ship in pursuit of the Argo the ruthless sorceress did not hesitate to slay her brother and scatter his limbs on the sea, so that her father would be delayed in gathering them up. Aetes did stop to assemble the body of his son, and in this way the heartless daughter insured the safety of the Greek ship and her own escape.

Amid all the rejoicing at the return of the Argonauts with the Golden Fleece Jason longed for the presence of Aeson, his aged father, and begged Medea to take away some of his youth and give it to his father. Medea refused to shorten her husband's days, but began to work a charm which would restore Aeson's youth. She worked in the full of the moon, calling upon Hecate, the goddess of the underworld, and upon Tellus, goddess of earth, through whom plants and herbs gain their uncanny power. For nine long nights she wandered through earth and beneath it, searching for all the potent herbs and plants she needed. She neither slept nor ate, for she wished to give Jason every wish of his heart. She erected altars to Hecate and to Hebe, goddess of youth, pouring out full libations of wine and milk. When Aeson was brought to her she cast

Curious Iron and Bronze Utensils Found in the Ruins of Colchis and That May Even Have Been Used by the Beautiful Medea in Her Luxurious Bath.

An Interesting Vase Found in the Ruins of the Palace.



him into a deep sleep upon a couch of herbs. No human being was allowed to witness the ceremony that followed. She wove her spell about the altar, dipping twigs into the sacrificial blood and burning them. The cauldron boiled, and into it she slipped all of the wondrous leaves and herbs, fragments of animals, many things "without a name." She stirred all these with a dry olive branch, and in a moment it came forth green, as if just plucked from the parent-stem. She hesitated no longer, but slit the old man's throat to let out the worn blood, and into the veins and arteries she then poured the wondrous juices of the cauldron.

The old king awoke to find his white beard black again, his paleness gone, his muscles tense and ready even for running. He was young again, as young as he was two score years before. Do the ruins of the palace which has for centuries lain buried on this Armenian plain hold the secret of this sorcery? Will they clear up the ages old mystery of Medea's magic by giving some hint of the methods she employed to make the old king young again and to protect her lover, Jason, from all sorts of perils? These are questions which may be answered as soon as archaeologists have the opportunity of studying the relics which have been laid bare for them in Mingrelia.

Costumes For the Country Club

by
Lady Duff
Gordon



Soft, Clinging Poplin is
the Material of This
Girlish Dress.

LADY DUFF-GORDON, the famous "Lucile" of London, and foremost creator of fashions in the world, writes each week the fashion article for this newspaper, presenting all that is newest and best in styles to well-dressed women.

Lady Duff-Gordon's Paris establishment brings her into close touch with that centre of fashion.

Lady Duff-Gordon's American establishments are at Nos. 37 and 39 West Fifty-seventh street, New York, and No. 1400 Lake Shore Drive, Chicago.



A Draped Gown of Satin
Brocade, with Chiffon
Sash.

By Lady Duff-Gordon
("LUCILE")

Paris, September 1.

THERE is no more delightful time for country club pleasures than the early Autumn. The excessive Summer heat has passed—and with it languor and indifference to the lure of exercise in the out of doors. The first wine-like tang of Autumn sharpens the air. It is the time for new pleasures and new gowns. A costume smart as the fresh apparel seen at Longchamps and not so startlingly extreme as the country club suit which you see reproduced in the right-hand picture. It is a cloak suit of serge. The broad stripes give to it its sports character. Variety is supplied by the arrangement of the stripes, those on the skirt being lengthwise, while lengthwise and horizontal stripes are artistically combined in the cloak. Large ivory buttons in double rows on the front of the bodice and on the cuffs lend it distinction. Notice the waistcoat effect in front produced in satin and extending below the girdle. White satin collar and cuffs give a further air of smartness. The hat is of taffeta, with a facing of lighter chiffon. For tea on the veranda of the country club

what could be smarter than the afternoon frock which is represented by the large middle figure? The draped skirt is of satin brocade. The loose hanging blouse is of chiffon, with a double banding of the satin brocade on the sleeves. Over the shoulders are bands of steel and velvet, finished by large diamond shaped ornaments of the cut steel. These support the double box pleats of the skirt in front. What may termed a slipping belt, characteristic of the mode, tops the skirt. The hat, made of satin and georgette crepe, has the wide, transparent brim that is so smart. The satin band is an elegant touch, one of those touches of elegance that set the smart chapeau apart from the many. The third figure, that on the left hand, displays a girlish gown. It is of the soft, clinging poplin that is becoming increasingly smart. The sash girdle is of Bulgarian embroidery, tied in a loose bow and knot in front. The chicness of the hat is produced by the combination of colored quills and ostrich feathers.

This Cloak Suit is of
Serge in Stripes of
Contrasting Colors.

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Slender Lines Characterise Latest Styles Of Clothes

Lavish Embroideries Distinguish Suits And Frocks Of Rich Fabrics

BY ANNE HATHENHOUSE
(New York Sun-Herald)

New York, September 19.—After all is said and done it is what a certain class of American women want to wear and can wear that will determine the mode for the autumn and winter. Call them fashionable, smart, well-dressed or what you will, these women whose selection counts for so much are the women who have taste enough to appear well-dressed and money enough to buy what they really want.

Just at present we do well to bear that in mind. It is a consideration that serves as a compass to steer a more or less steady course through the currents, winds and waves of fashion that are bound to come in these formative weeks of autumn fashions. Every mail and boatload of clothes from Paris comes to bear out what we have already learned by cable of the diversity of tendencies and influences in the Paris openings, and our own designers add somewhat to the general confusion by introducing still other tendencies and influences.

Callot has retained the extremely short skirt, and Cheruit has sponsored the longer skirt. Part Polret shows skirts that are very long and inclined to fullness.

From several sources comes a revival of the Directoire styles—these are gaining inspiration from the early Renaissance—the Italian Renaissance, the Roman Renaissance, the French Renaissance—and side by side with this comes a boosting of the Merveille mode. Persian suggestions are strong and so are Egyptian. The Spanish is not done for and there are exponents of a purely classic mode of drapery. Very long waists seem to prevail, but there are whisperings of a revived Empire waistline with a modified princess effect so strong that no one can disregard it.

All of which might quite easily lead the American dressmaker and the woman interested in clothes from a more personal point of view to brain-storm were it not for the stabilising effect of American taste and selection.

NO RADICAL CHANGE

What it all amounts to is this: At least for the present the well-dressed woman here will accept no radical change in silhouette. We have refused stubbornly to give up our straight, slender figures. We will have none of the bouffant hips, and we are not at all interested in bustles. It is this desire to be slender, with the slenderness of youth, that keeps thwarting any tendency in the new fashions for a nipped-in waistline. We know we cannot have a twenty inch belt without making our hips look wider and we know that the slender hip gives the youthful impression.

Skirt lengths have been much discussed. But after all it is a simple matter. We were slow in taking up the short French skirt and now that we have adopted it we like it, like it too well to give it up immediately. This the dressmakers here know. So, although they realize that the longer skirt is bound to come as part of the lengthened line, they also know that the American woman will not accept a sudden lengthening. The short skirted frocks that came over from Paris

two or three years ago had to be built down before many American women would wear them. Now as frocks come over from the collections of the houses featuring the extremely long skirts, it is quite obvious that they will have to be shortened slightly before we will like them. So for the most part skirts remain about where they were, with the exception of some of the evening gowns.

Another thing the dressmakers know here is that the very long sleeve is coming, but at this time they know that the shorter sleeve looks smarter. So a gown that four or five months hence they might make with a long sleeve they now present with a sleeve terminating at or above the elbow.

To be sure, the greater part of autumn purchases have yet to be made, but the clever dressmakers and designers needs must be something of a psychologist. It is their business to know which way the woman who has much money to spend on clothes jumps before she jumps, and they have all agreed, apparently, that she isn't going to jump very far. She likes the line, the silhouette, the general tone of her clothes well enough as they are. They are comfortable and becoming. She will seek novelty more in detail. The new things will be distinguishable from the old by the mode of adornment—lavish embroideries for one thing—rather than because of any radical change in line.

THE SPANISH INFLUENCE

Keenly as we watch the incoming of French fashions there are many of the best houses here that would lead you to believe in their complete independence of French inspiration. One of the foremost of these New York establishments is working along lines of Spanish suggestion that seem to be especially well adapted to the demands of American taste. The Spanish note is coming on, persistently in the evening clothes by this house—longer, fuller skirts and a well placed use of black and white lace drapery.

For afternoon gowns they have made use of the tulle dress which adapts itself so well to black velvet, undoubtedly to be one of the most important fabrics of the autumn and winter. The bodice, in the form of a short straight jacket, has the high rolling collar of the tulle dress. The bodice meets in a V in front. The skirt, fairly short, shows black silk tassels on the side and below the little jacket, at a low placed waistline is draped a sash of black satin and Spanish red that crosses at the right hip, the tassels ends hanging several inches below the end of the skirt. It is bound to be an influence in our American modes worth watching for.

Interesting it is that many of the French establishments showed more suits this season than previously, though Americans certainly did not have to wait for this to assure them of the large place that the suit is to play in the American woman's wardrobe. For we have always had to act with considerable independence in the designing and making of suits. A good many of the suits that are offered now were in the making before the French openings—though in many instances

the American designer has come to much the same conclusion as the French. But there are always essential differences in the way a woman here wears her suit

from the way of the French woman—hence there must be a difference in the design. With us much more importance is attached to the suit as a street costume than is the case with the French women. In the judgment of a very great many well-dressed women here it is the only really adequate street costume for

(Continued on Page 3)

ALL'S WELL THAT ENDS WELL.

A FANCY DRESS FRIENDSHIP.

"I WISH," said Helen, as she gave her hair a final pat, "that I could get hold of a really decent costume for tomorrow night. This Jass affair is getting dreadfully tired. And every other girl in the room is wearing its twin sister."

A pretty rose-and-grey Pierette who was adjusting her right shoe nodded respectfully.

"I'm," she said, "But it is no good worrying. It's a bore not being a platoonist. I say, Helen, just look there!"

The two girls gazed fascinated at a woman who had just slipped off her cloak. She wore a delicious eighteenth century costume of many satins over a sprigged petticoat. A white powdered wig set off her softly glowing face and a patch was perched naughtily in one dimple.

"Isn't she exquisite?" whispered Helen. "I think those old-fashioned things are enchanting. Come along, Mabel, they're waiting for us."

It was a very depressed Helen who changed her shoes in the dressing-room after the dance. Her costume was rumpled and torn, and a large stain was visible on the front.

"I can't go to the 'Excelsior' in this, tomorrow night," she confided to Mabel. "I'll have to tell Guy I've got a headache or something."

"Poor old girl!" sympathized her friend. "I've only this one fancy dress and I haven't a sou in the wide. Oh, I say, I was introduced to that lovely creature she's a Mrs. Beauchamp. She's asked me to have tea at her flat tomorrow—here she is. I'll introduce you too."

The following afternoon Helen and Mabel were having tea with Mrs. Beauchamp. It was a charming room, and though the weather was warm, a small wood fire burned clearly in the grate.

Mrs. Beauchamp's appearance by daylight had given both girls something of a shock. Her frock was pretty, her complexion beautiful, but the lovely wig of the previous night had given place to her own hair, which was lank, dull and straight. Though she seemed young there was already more than one grey streak in her locks. She looked almost plain.

"I'm glad you liked my frock," she smiled, in answer to a remark of Mabel's. "But it always depresses me so. I do wish I lived in the eighteenth century, or that wigs were the fashion now-a-days. I can't camouflage my horrid hair any way by daylight! Have another cake, Helen, they're real cream! Forgive my being frightfully rude, but could you tell me where you got your hair waved? Or is it natural? Because I was admiring it all the time at the dance."

Helen laughed. "Can't afford to patronise hair-dressers," she answered, "and it isn't natural. No, I just use silmerine." She finished as if that explained everything. Mrs. Beauchamp knitted her brows.

"Silmerine?" she inquired. "I'm afraid I'm very ignorant. What is it? Where do you get it? What do you do with it?"

"One at a time," laughed Helen. "It is a rather nice smelling colourless liquid. You can get it from any chemist's. You just damp your hair with it, put in slides where you want the curls and, voila, ze curls."

"But that's too wonderful," exclaimed Mrs. Beauchamp. "Do you have to use it every day?"

"Oh, no—the effects last for some days. And the queer thing is that the more you use silmerine the less often you require it. It seems to coax the hair into natural waves that stay in of their own accord."

"If my hair weren't so odiously thin and streaky," said Mrs. Beauchamp, "I would rush out this minute and buy a bottle before I have another sandwich. But my grey locks would look too ridiculous in waves. Shall I buy a bottle of peroxide or Condy's fluid and turn my few remaining hairs a bright gold or red?"

"Mrs. Beauchamp," put in Helen, "I'm going to reveal a horrid secret. A little while ago I found some grey hairs on my own head. Mabel's fair; she won't go grey so soon. So I got a packet of sawdust and dissolved it in bay rum, and put it on the faded parts with a clean little brush. It was wonderful the way that it gradually brought back the color to my hair."

"How lovely!" exclaimed their hostess. "Yes, I really must try that. Tammalite, you said, didn't you? By the way, a lot of people I know are using boraxum as a hair tonic, but so far I haven't tried it. Do either of you know if it's any good?"

"Any good?" chorused the two girls. "Why, it's the only thing."

"I mix it with bay rum—"

"You can use eau-de-cologne, I believe—"

"It's the most priceless stuff—"

"My hair's grown heaps thicker since I used it."

"Good gracious," interposed Mrs. Beauchamp. "I suppose I shall have to use it too. I'll put it down with the tannalite. What do you shampoo with?" she asked. "You've both got such glorious hair."

This time Mabel answered. "Oh, the usual—Stallax, you know."

"Stallax?" I don't seem to know it. Is it some special preparation?"

"I don't think so," replied Mabel. "It is quite ordinary stuff, I believe. You can buy it in 4-1b. tins from most chemists. But it makes the most lovely shampoo; it lathers gorgeously in any water and your hair dries quickly after it and looks so soft and bright. My own hair always gets so dry and brittle after a shampoo of any kind that I always massage my scalp with olive oil before washing it."

"That's awfully nice to know," said Mrs. Beauchamp. "I'm most intensely grateful to you two girls. I've been envying your hair."

"And we've been envying your complexion," said Helen. "I do wish I had nice pink cheeks like yours, and I don't like the idea of rouge."

"Powdered collindum," said Mrs. Beauchamp, in a dramatic whisper. "Just a trifle—harmless with indelectable—any chemist used it for years. By the way, Helen, didn't you say something about wanting a fancy dress for the 'Excelsior' dance tomorrow night? You wouldn't care to borrow my rig-out, I suppose? It's just your size, and I know it would suit you."

"Mrs. Beauchamp," said Helen. "you're one of the best."



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44, Bubbling Well Road



AUTOMOBILES



SHANGHAI, SUNDAY OCTOBER 24, 1920.

AUTOS PROVE BIG HELP IN BUSINESS

Rural Productivity Increased 68 Per Cent as Result of Passenger Cars

AUTOMOBILE FACTS

(Compiled from replies to question cards sent to car owners.)

37 percent of car owners improve their living conditions because of automobile. 90 percent of all cars are used more or less for business. 60 percent of average car mileage and 78 percent of farmer car mileage for business.

34 percent of average mileage is instead of trolley or railroad, or where there is no other means of communication.

Average car owner adds 57 percent to his output through use of automobile, farmer adds 68 percent to his efficiency.

More than 8,800,000 men added 57 percent to their productive efficiency during the past year. More than 2,300,000 families have found it possible to live in the suburbs or otherwise improve their home surroundings. A working force equivalent to 1,600,000 laborers is being applied to farming. Such is the creative effectiveness of the passenger car, as reported in replies to thousands of cards sent to car owners.

This questionnaire, conducted by the National Automobile Chamber of Commerce, went to automobile license holders taken at random from the registration lists of ten widely diverse States: California, Iowa, Massachusetts, Minnesota, Nebraska, New York, Ohio, Texas, Virginia and Wyoming. The card asked the owner's occupation, the annual mileage, the amount of mileage used for business and for recreation, the amount used to supplement or in lieu of trolley or rail connection. It asked to what extent the passenger car increased the owner's business, and whether it affected his housing problem or living conditions. The present figures are compiled from answers to the first 10,000 cards of this survey which is being further extended until information on the uses of cars by all classes of owners is fully determined.

60 PERCENT FOR BUSINESS

Ninety percent of the owners reported that they used their cars more or less for business, while 10 percent stated that their automobiles were for recreation use only. The average increased efficiency of the car owner is 56.7 percent. A number report but small gain in productivity, but this is heavily overbalanced by the testimony of the farmers who have added nearly 70 percent to their labor effectiveness, and by the doctors and salesmen whose business is doubled, tripled and in some cases quadrupled through use of the car.

The use of the passenger car, accordingly, has meant a net gain to industry of 3,000,000 men. There are more than 7,000,000 automobile owners in the country, each increasing his efficiency 56.7 percent through the use of the car, making an addition to the business productivity of the country in excess of 3,900,000 workers. As there are between 800,000 and 900,000 more manufacturing and selling passenger cars, parts and accessories, there remains a net gain of more than 3,000,000 men. If one were to add the productive efficiency of the 750,000 motor trucks now in use a still greater gain would be shown.

The largest gain in productivity has been in farm life. There are 2,267,000 farmers owning cars. The answers from farmers reported 68 percent increase in productivity of the owner or an addition equivalent to 1,600,000 hired men.

BIG RELIEF IN HOUSING

Norman Angell in "The Great Illusion" predicted that war would be impossible because it would mean national suicide. But he did not take into account the infinite insensuity of man. In America the passenger automobile has been the great factor in solving reconstruction problems. The cessation of building during the war has meant overcrowded conditions everywhere. But 37 percent of the car owners, 2,300,000 families, are finding the automobile a help in this situation, enabling them to live in the suburbs, and otherwise improving their living conditions.

The railroad and trolley lines which have been handicapped by war conditions are being relieved and supplemented by automobiles. Sixty-two percent of the car owners report that they use their motor vehicles instead of traveling by rail or electric line. Over one-third of the total automobile mileage is used in this way.

The passenger car has brought increased efficiency in every walk

of life. The heaviest users are farmers, with physicians and salesmen next in line. Contractors, real estate dealers and insurance men find cars especially useful. Manufacturers and merchants are among the larger classes of automobile owners. Among the other classes who answered the questionnaire were: Bankers, carpenters, mechanics, architects, barbers, teachers, clerks, wholesalers, artists, undertakers, mail carriers, builders, plumbers, credit men, public accountants, Government officials, tobacco brokers, lawyers, hotel men, theatrical men, all men, superintendents of docks, musicians, miners, railroad executives and others.

NO NEW ENGINE FOR FORDS LIKELY

So Long As Orders Exceed Supply By 200,000 Annually No Reason Appears

Detroit, August 13.—Statements that a new engine and automobile are in process of development by the Ford Motor Company are denied by Frank P. Klingensmith, vice president. Mr. Klingensmith says that if the present model T Ford ever loses its popularity there will then be plenty of time to bring out the new car. But as long as the demand for Fords exceeds annual production by 200,000 cars, as is the case this year, the Ford company will continue to manufacture the present model. It would be poor policy to discontinue it, he says. He points out that the Ford company, like other automobile companies, is continuously experimenting on the engine and body designs.

An assembling plant is to be erected in Dallas, Texas, by the Ford company. The plans call for a structure which will cost \$300,000. If England passes a law forbidding the use of automobiles with left-hand drives, it may cause some of the auto manufacturers on this side to inconvenience but not the Ford Motor Company. For more than eight years, the Ford plant at Manchester, Eng., has been turning out cars with right-hand drives to conform with the British idea that the driver keep to the left.

KEEP CELL CONTACT TIGHT

The connections on dry cells should always be kept tight. Any one connection in a series which happens to be loose will cause difficult starting. The vibration of the car is very apt to loosen these and a frequent inspection will often times save a lot of delay in starting the engine.

RALPH DE PALMA BEATS HIS JINX

Daring Italian Breaks All Records in Remarkable Race At Elgin

"Smiling" Ralph De Palma dodged his hard luck jinx for the first time this season and won the 250-mile Elgin road race by hurling his speedy ballast across the finish in three hours, nine minutes and fifty-four seconds—an average of 79.5 miles per hour. Over 70,000 racing fans cheered him to victory.

De Palma made a non-stop on Goodyear cords, leading Milton over the finish by one minute and seven seconds. Vainly did Jimmy Murphy send his Duesenberg after his flying team-mate, Milton, but only managed to set the checkered flag one minute and 47 seconds behind the "Speed King" and 12 seconds ahead of Ralph. Milton's Monroe, Eddie O'Donnell took fifth place. Murphy's and O'Donnell's Goodyear-equipped Duesenbergs also went the entire race without a stop.

By his sensational feat, the popular driver broke all lap and track records, lowering by seven seconds the lap record made by the late Spencer Wishart in 1915 and averaging four miles more an hour than Gil Anderson in his Stutz in 1915.

De Palma broke Wishart's lap record of 6 minutes, 18 seconds, four times, making 6:13 on the 18 lap and 6:11 on 19, 29 and 30. Victory in the race added 500 points to the 105 De Palma had already scored in this season's races.

The Elgin race was probably the most remarkable road race ever held in any country in the history of automobile racing. Every car that started also finished, not a stop was made by any car for oil, gasoline or tires, and but one forced stop was made in the entire race. On the second lap Gaston Chevrolet's Monroe came to the pits because of a clogged gasoline line, which took so much time to clear that the Indianapolis winner was placed last, outside the money.

The Elgin race has a deeper significance when its bearing on the development of automobile engines is considered. The 183 cubic inch piston displacement engines, with but six cubic inches more displacement than a Ford, not only broke all track and lap records set for the course by motors of 405 cubic inches displacement, but also went through the 250 mile grinds without a single engine adjustment.

U. S. MOTOR TRUCKS

The present registration of motor trucks is estimated at 800,000 throughout the United States.

Teaching Her How To Drive The Car

BY JAMES J. MONTAGUE

The Pupil—I don't see why I can't take the wheel here. I know which way to turn.

The Teacher—There's too much traffic on this road. Wait till we get on a back street.

The Pupil—But it won't do me any good to learn to drive on a back street. If I can't drive in traffic, what's the good of driving at all? I know which way to turn the wheel now.

The Teacher—But you can't stop and you can't start—say nothing of shifting gears.

The Pupil—I don't think that is so very important. If I know which way to turn the wheel I can't run into anybody, can I?

The Teacher—Supposing a car is ahead of you and you don't turn out?

The Pupil—Well, if he hasn't got sense enough to turn out, so much the better for it.

The Teacher—That won't do you any good when you are spilled out on the road.

The Pupil—Oh, very well. But we're wasting a lot of time. I know which way to turn the wheel.

The Teacher—Here's a quiet street. Now, take the wheel.

The Pupil—I've got it. Now what do I do?

The Teacher—Take out the clutch.

The Pupil—What is the clutch?

The Teacher—The thing you have got your foot on.

The Pupil—All right, it's out. Why don't it start?

The Teacher—That's the brake. The Pupil—Why didn't you say so. Is this the right?

The Teacher—Stop! Stop! You haven't put the gear in.

The Pupil—If you would let me experiment around till I found out how to start it myself, I'd get along faster.

The Teacher—And wreck us both, to say nothing of the car. Now watch. Pull this lever back on the left hand side. Now take out the clutch very slowly. No, not that way. You nearly hit that tree.

The Pupil—I did exactly as you told me to.

The Teacher—Yes, but you put your foot on the accelerator.

The Pupil—Well, I had to put my foot on something, didn't I?

The Teacher—I suppose so. Now try again. No, don't do that!

The Pupil—Don't do what?

The Teacher—Start with the wheels cramped around that way. You'll go right into the ditch.

The Pupil—How did I know the wheels were cramped around?

The Teacher—Couldn't you see they were?

The Pupil—Certainly not: I was looking at the clutch.

The Teacher—Try again. That's right. Now, keep her going slowly.

The Pupil—I knew how to do that, I could run this car if you'd get out. What makes it grind that way?

The Teacher—You're in first gear. You want to shift now.

The Pupil—No, I don't, I'm doing very well. Let me alone.

The Teacher—But you must shift. Take your foot off the accelerator. No, not off the clutch, off the accelerator. Now, let out the clutch, slowly. Now shift the lever diagonally. No! not so fast. You'll tear out the transmission.

The Pupil—Don't speak to me like that. You frighten me and get me all confused.

The Teacher—Now shift diagonally, as I told you. There, that's right. Go ahead slowly. SLOWLY, I tell you.

The Pupil—Gee, it's fun to know how, isn't it? Now, shall we run out into traffic. I know which way to turn the wheel.

The Teacher—Not yet. You still have got to go into high.

The Pupil—Where is high?

The Teacher—High gear, I mean. Take your foot off the clutch again.

The Pupil—You're always making me take my foot off the clutch and every time I do it, the old thing stags.

The Teacher—Pull the lever back, straight. No, not that way, straight! That's right! Now you are in high. Not so fast, not so FAST!

The Pupil—I'm sure I'm not making it go fast. It just sort of jumped forward.

The Teacher—Take your foot off the accelerator.

The Pupil—Which did you say the accelerator was?

The Teacher—That small knob at your right. Stop stamping on it that way. Turn away from the ditch, QUICK!

The Pupil—It isn't at all necessary to shout like that. My hearing is perfectly good.

The Teacher—Maybe, but you don't pay any attention to me if I don't shout. Look out for that car coming.

The Pupil—But it's on the wrong side of the street.

The Teacher—Supposing it is, do you want to smash the car?

The Pupil—But why doesn't it get on the right side of the street?

The Teacher—Never mind that, now. Turn out. TURN OUT!

The Pupil—All right, I'm turning out. But I ought to have hit the old thing, just the same.

The Teacher—Look out, there's another one!

The Pupil—I can't look out, I've forgotten which way to turn the wheel. Any way, HE looked out.

The Teacher—I guess I'll take her now.

The Pupil—That's always the way. Just because you see that I'm going to drive better than you do, you take the car away from me. I'm going to get a regular teacher.

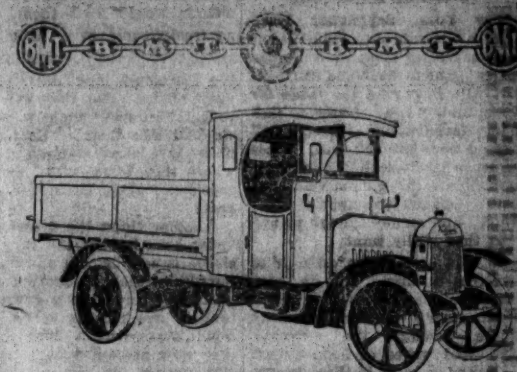
The Teacher—The Lord have mercy on his soul.

MOTOR SPRINGS

One of the most useful methods of conserving the life of the springs is to cover them with boots of leather or imitation. Many supply stores carry spring boots in a fair range of sizes, but lacking this it is easy to make a boot, cutting the material, leather or imitation to fit and then sewing it. The boot serves a double purpose in that it keeps the lubricant in and the water out, and imitation leather, being waterproof, is perhaps even better than the real leather.

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An engineer recently conducted a series of experiments with lubricants for the gear case. He found that with grease in the gear box two horse-power out of the nominal fifteen were lost. It required that amount of power to drive the gears through the stiff grease. The proper lubricant for the gear case is oil heavier than engine oil, but still oil.



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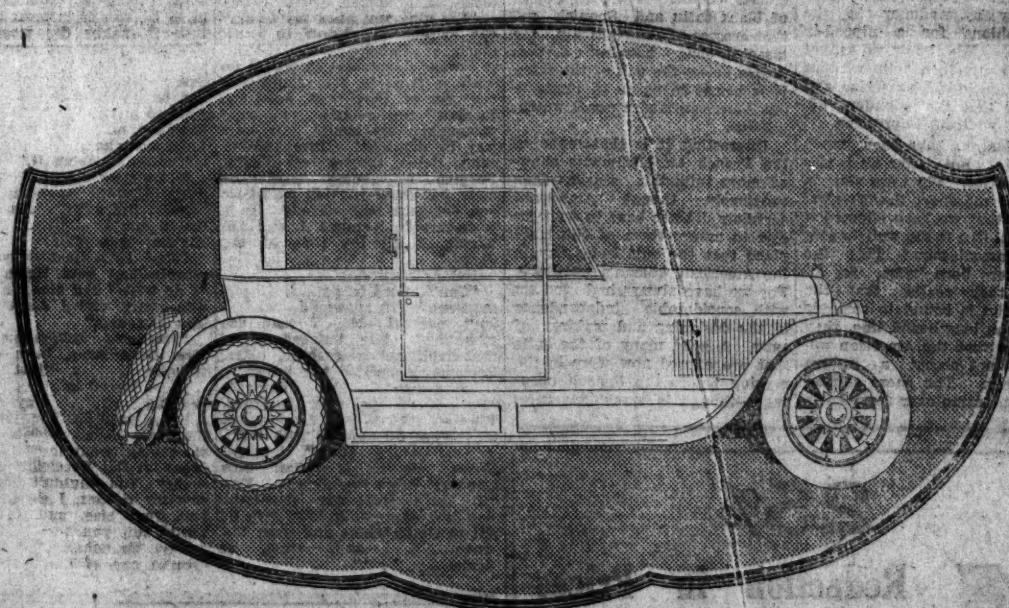
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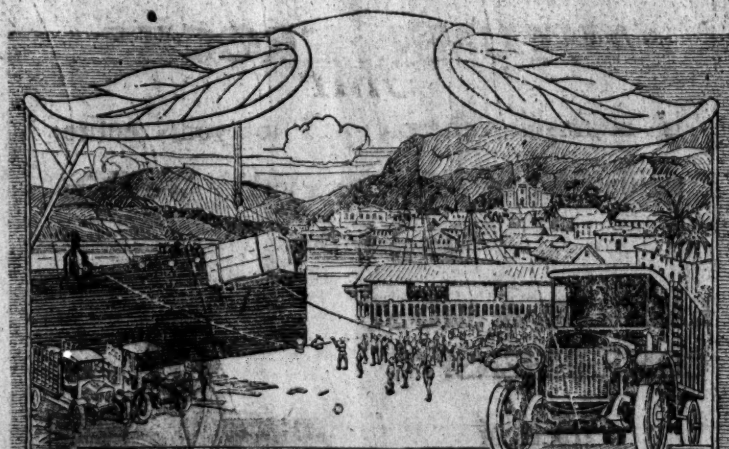
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GAS SITUATION IS REASSURING; SCARE ABATING

Refiners Can Get Twice
Amount From Oil Under
A New Process

A reassuring survey of the gasoline situation comes from the National Automobile Chamber of Commerce which quotes the federal trade commission as saying that the fuel scarcity has been "largely psychological." It is found that production has gained 65,000,000 gallons on consumption in one month with all indications for a further increase through the adoption of better refining methods. Refiners can get twice the amount of gasoline from oil by using new "cracking" processes," says the National Automobile Chamber of Commerce bulletin, a copy of which was received here. The big mid-west companies using the modern methods are getting 85 percent yield from crude; but refineries elsewhere are getting only 72 to 75 percent.

The cost of installing the new processes will make the change slow, but if any absolute shortage should confront the market, oil men say this means can be taken to meet it. This would mean an increase of 60 percent in our present supply. It is pointed out that the average passenger car consumption per year is 300 gallons. So even with a five percent increase, the increase to the owner would be only \$15 for an entire year.

The United States Geological Survey has reported that the latest estimate is 7,629,000,000 barrels of oil still in the United States fields. This could be enough for twenty years at the present consumption rate. The world's oil deposits are estimated at 60,000,000,000 barrels—enough for 168 years. The gasoline situation, while annoying to many motorists temporarily, should not give deep concern at this time," says Charles S. Howard, president of the organization bearing his name. "There will be plenty of oil for ourselves and for our children even when the motor will be playing a vastly more important part in the world's transportation and industries than it does today.

There will come such an improvement in refining methods that the amount of fuel suitable to be used in an internal combustion engine will be greatly increased. This already is forecasted.

MOTOR TRANSPORT SCIENCE PROBLEM

Economical Operation Methods
Require Study—Closely
Linked With Good Roads

(BY AMB. JAWN DAVIS)

The time is coming when the general prosperity of this community will demand a new and better expansion in transportation which can adopt itself to changing conditions.

This expansion will be found in the general adoption of motor truck transportation within the zone of its economical operation. This appears to be a topical step in the direction of improvement, and its application destroys nothing which progress has constructed, but rather increases the efficiency of these institutions.

The handling of motor transportation is a scientific problem involving the same principle used in R. R. transportation and to be successful must be run on a system. It is necessary to plan every

motive made by the equipment in your field of operation in order that you may secure the greatest amount of efficiency from it.

This method of truck operation is practicable in its proper adoption to most motor truck problems in commercial houses and its use results in economies which cannot be otherwise obtained.

In the development of motor truck transportation there is one faction which requires particular consideration, that is the extension and improvement of highways and streets. Without this the economy and value of the motor truck can be realized only in a minor degree.

Poor roads means stagnation in this direction for the reason that it takes from 2 to 10 times as long to move a given load over bad roads as it does over good. Consequently the expansion of transportation by motor truck operation as a contributory influence to progress of our civilization includes in its conception the construction of adequate roads as it will be impossible for the R. R. to cover the country like a web and operate successfully.

ESSEX CARRIES OUT IDEALS OF HUDSON

New Car Is Declared As Fully
The Equal Of Model That
First Won Respect

A striking example of the result of consistently striving to reach perfection in motor car design and construction is afforded in the present models of the Hudson and Essex cars, in the opinion of Mr. R. A. Hutchinson, sales manager of the Hudson Garage.

"The Hudson organization comprises many co-ordinated units. One of the most important is its staff of engineers. From the first these technical experts have striven to improve their designs year after year. There has been no standard of excellence set. These engineers are striving to pass all recognised standards and establish new ones. Their success in this direction is splendidly shown in the great satisfaction the Hudson has won everywhere. It is strikingly shown in the Essex, developed by the Hudson organization. From the first Essex down to the last one turned out of the factory, the car has been one of remarkable performance. Essex week abundantly proved this.

"Utility, comfort, reliability and safety are characteristic of every Hudson and every Essex. The wonderful Hudson is the fleetest and most enduring power plant in motordom. Its basic principle has never been changed, but in a hundred ways it and the whole car has been enhanced by the application of new engineering developments evolved in the Hudson plant.

"The Hudson of today is the king of them all, and my enthusiasm is highest over this year's closed models. An inspection of the Hudson and Essex closed cars reveals a series in each class that makes selection resolve itself merely into a question of the number of passengers it is desired. Their appearance is superb and their performance what Hudson and Essex performances always is. They have power for every need, two miles an hour or express train speed. These cars are all-season vehicles and have everything to recommend them to women, who delight in their appearance, their security and fine performance."

Slender Lines Characterise Latest Styles Of Clothes

(Continued from Page 3)
autumn and early winter days. There is a trimness and compactness about it that cannot be equalled in the separate frock and wrap.

PILE FABRICS IN THE LEAD

Pile fabrics are in the lead—velvets, duveltyns, plushes and a dozen other fabrics of like texture, variously named by their manufacturers. And brown, after not really achieving the success that was hoped last winter, already has the undisputed first rank among colors. They go by a dozen names—these browns—coulure, peasant, cocoa, Bedoin, for example—but always they derive much of warmth and richness from the very texture of the velvet, or pile fabric in which they are made. Gray is not without place, but it is a cold tone that finds better use in autumn in trimmings and furs than in the body of the suit or wrap.

The general tendency to add length manifests itself in suits—not so much in skirts, for the smart woman will wear her suit skirt short even though she does lengthen her afternoon and evening frocks, but in the jackets, which show a low-placed waistline as well as a longer pelum. There is something quite convincing about the bloused back effect that is seen on some of the new suits as well as on coats of fur and various pile fabrics. It is a loose straight blouse that is held under at a fairly low waistline, and has the effect of minimizing breadth at the back below the waistline, by this blouse that comes just above it. And anything that produces the effect of youthfulness, slenderness below the waist, is sure to find reception in the American woman's wardrobe. Sometimes with this bloused back the front hangs loose, sometimes it crosses over in a wide shawl collar and again there is a belted-in front. But the suit belted all around seems to have seen its day.

SOMETHING TO BE AVOIDED

Another back treatment that you will have to select from is the loose, straight back in the jacket that extends to the knees, a mode that needs more than average grace to carry it off. There is a certain tall, straight, athletic, wide-shouldered type of American girl that should religiously avoid this long-coated, straight up-and-down suit jacket, and the chances are that she will know enough to do so.

The suit jacket with the shoulder cape gives somewhat the same effect as that of the bloused back suit. It is draped, or rather hung, from the shoulder in the back and tends in the same way to minimise the breadth below the waist by widening the silhouette above. It is doubtful, however, whether these caped suit models gain any considerable foothold. They are one of the picturesque productions suggestive of period costuming—a sort of thing that does not seem to

find ready acceptance by the American woman for her daytime clothes.

The three-piece suit that appears and reappears in the new things of Madeleine et Madeleine and several other French houses is more to the French taste than ours. It really amounts to nothing more or less than a frock with a jacket to wear with it. One of the things that the American woman especially wants and needs that she does not get when she buys a three-piece frock is the variety in possible blouse selections. It is part of the extreme daintiness of the American woman that always recommends the separate blouse that can be put on fresh every few wearings. It is this that recommends the suit frock in which there is no such possibility of frequent cleanings as there is with the suit that may be worn with the separate blouse.

ABOUT FUR TRIMMING

To say that the suits were not fur trimmed would be far from true—for there are many such shown by the shops among medium and very high-priced suits. But the tendency to the furless suit is growing among the dressmaking establishments whose customers are recruited from women of wealth and much discrimination. While ninety-two men out of a hundred would wear quite willingly a suit trimmed with Australian opossum, or the less choice of fox peltry, and would perhaps not insist on the pedigree of the mole or seal that adorned collars and cuffs, other women with a do-or-die policy in furs would rather wear no furs at all, or else sable, real or black fox. And the woman who has exulted furs of the choicest sort does not certainly want to leave them home in favor of the less choice furs on her suit. That is why one dressmaker of distinction will shake her head sceptically when you suggest fur trimming on your new suit, and then you will go down to the smart shopping district and see fur-trimmed suits in half the shop windows.

As for fabrics there is an unmistakable vogue for velvets and various rich pile fabrics, but in line with Paquin and some of the other French houses, though not actually taking the suggestion from them, there are one or two of the more exclusive producers here who are using checks and fancy and novelty weaves of woollen fabrics, sometimes in rather daring coloring. Some times with these woollen mixtures a brightly colored manilla waistcoat is introduced by the French dressmakers, and this is something that will undoubtedly find acceptance by the woman here who can afford to keep off the beaten track.

For the rest, for the woman who must limit herself to one or two new suits for the season, there is perhaps no better selection now than velvet or duvelty or some other pile fabric.



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LIBERAL CONDITIONS AND MODERATE RATES

SOLUTION OF OIL PROBLEM LIES IN 'COOKING' OF SHALE

Colorado Professor Tells Of Supply To Keep 100 Retorts Going 800 Years

The alarming and rapid depletion of America's petroleum supply, which threatens soon to put this country out of the running as an oil producer, is visualized only as a temporary embarrassment by Professor Victor C. Alderson, dean of the Colorado School of Mines, who was interviewed in New York recently on his way to Europe.

"Our salvation lies not in drawing petroleum from oil fields, which are rapidly playing out, but from an industrial process of 'cooking' petroleum from oil shale, which abounds at the very ground surface in inexhaustible quantity in Colorado and other Western states," said Professor Alderson.

SITUATION SERIOUS

"This country must look its oil situation in the face," said the dean. "Last year the United States produced 366,000,000 barrels of crude petroleum and consumed 434,000,000 barrels, a shortage of 70,000,000, provided in part by importation from Mexico and drawing from reserve storage."

"The price of crude oil is today the highest in history. Before the war Pennsylvania crude oil sold for \$3 a barrel. It now sells for \$6.10 a barrel. Midcontinental oil from Kansas and Oklahoma and Wyoming have not yet reached the peak of production, but elsewhere the supply is on the down grade."

CRUDE OIL CAUSES ALARM

"The crude oil situation in this country is alarming. Gasoline, the refined product of petroleum, is now selling at 33 cents a gallon. By autumn it will sell for 40, and higher after that."

"This situation is not an economic one, but an exhaustion of nature, according to Professor Alderson. Nature, however, has come to the rescue with oil shale—oil-bearing rock—which must take the place of oil fields and 'gushers' and which brings oil production down to a manufacturing basis."

"The supply of oil shale in Colorado and Utah alone," declared the professor, "exists in tremendous and unlimited quantities. In Colorado there is enough of it immediately available for 100 retort plants using 2,000 tons a day to work 800 years. There is seven times as much available oil a square mile from a single vein of oil shale as has been produced or will be

produced from a square mile of proven oil grounds. The shale crops out of the surface of the ground in strata form. There is so much of it above the surface that we need not worry about the lower levels. Digging for it would be a useless expense."

"It should not be imagined that oil shale produces petroleum by simply pressing it," Professor Alderson explained. "The rock does not contain oil as such, but the constituents of oil—the carbon and hydrogen. There already are thirty processes for heating or cooking shale in experimental stages. To use a simple illustration, oil shale is the 'dough,' just as the ingredients for bread are mixed together, but which do not become bread until they have undergone the process of baking. Oil shale must be treated in retorts which apply uniform heat, and the process is still having its technical difficulties, not in the production, but in the best method of producing the maximum amount of good oil."

CAN SELL AT \$1.85 A BARREL
Crude oil produced from shale, he says, can be sold for a maximum figure of \$1.85 a barrel, as against the minimum price of \$3.50 for the product of the mid-continent fields.

Bearing letters from Sir Auckland Geddes, British ambassador at Washington, the professor will sail for England within a few days to confer with British scientists and study the oil industry in England and Scotland, and possibly later in France. Among his British collaborators will be the Right Hon. W. P. Gellaway, M. P., and Sir John Cadman, both noted scientists, and British government officials.

—New York Tribune.

INSPECT BEARINGS

Few owners pay the attention to the ball bearings that these latter deserve. They usually wait until the garage man calls attention to the injury done by breakage. At least once in six months ball bearings should be inspected, the rough or worn balls replaced with perfect ones and the ball run filled with graphite grease.

A NEW JAW BREAKER

Among the new manufacturers of tires and inner tubes for motor cars in Sweden is the Trelleborg Gummi-fabriks Aktiebolag, at Trelleborg.

Motor Etiquette

With the rapid increase of motor travel there is a growing demand that all motorists observe with greater care some of the simple rules of fairness and safety.

The driver who refuses to show courtesy to other cars is growing in disfavor, and his unpopularity bids fair to increase rather than grow less.

One of the most despised types of discourteous driver is the one termed inelegantly but quite accurately the "road hog." He is the fellow who insists on taking two-thirds of the road and crowding your car off the paved road when you meet him, or who refuses to turn out so you can get by when you overtake him. By his tactics he not only takes joy out of the lives of other motorists but also actually endangers their safety.

Passenger car drivers might well follow the example of drivers of motor trucks on this point of giving the other fellow his share of the road. Every motorist who spends much time on highways frequented by motor trucks knows that there seems to be a feeling of pride among the truck driving fraternity in having trucks show every possible consideration to other cars, says the United States Tire Company.

It is a much less simple matter for a big truck to pull to one side than it is for a light passenger vehicle yet many a motorist touring on heavily travelled roads will remember with what cheerful quickness some heavily loaded truck pulled to one side to let him pass at the very first blast of the horn.

In searching for a reason for the almost uniform courtesy shown by truck drivers, it is not necessary to look far. Nearly every motor truck bears conspicuously the name of the firm which owns it. That truck is a touring advertisement of the company. Every truck driver who is proud of his company knows that no easier method could be found of establishing good will for it than by manifesting on the highway the courtesy and fair dealing his firm stands for.

If passenger cars were similarly placarded with the names of their owners, some drivers who now dash along the turnpikes with little regard for other people's rights or comfort might join the army of those who try to please. It would be mighty poor advertising for some business man who depends on public favor to go about constantly showing discourtesy to other motorists.

Highway Movement Is Important One

There is to be no letup in the American nationwide movement to bring the highway into its logical position as an efficient factor in transportation.

This has been determined by the federal highway council in co-operation with chambers of commerce, commercial clubs, civic bodies and other affiliated organizations. Committees are being appointed to direct the work in its more important branches.

The transportation committee of the council already includes men with wide experience in transportation problems. Co-operating with the committee are Dr. R. S. McElwee, director of the bureau of foreign and domestic commerce, Lieut. Col. J. M. Ritchie of the war department, and Leo L. Robinson of the United States Council of National Defense.

W. J. L. Banham, general traffic manager of the Otis Elevator company, New York, and a member of the executive committee of the national industrial traffic league, is in charge of a committee on policy toward other forms of transportation. His committee

will make a close study of short haul and terminal problems. This study will include transportation in new territory, transportation surveys, the motor truck in terminal work, store door delivery, motor truck statistics—including costs, rates, etc., and the use of trailers in reducing cost per ton mile.

RURAL MOTOR EXPRESS

J. H. Collins, manager of research bureau, Chilton company, of Philadelphia, and formerly of the bureau of markets, United States department of agriculture, is chairman of the committee on rural motor express. The scope of the work of this committee embraces a study of franchises, insurance uniform receipts and bills of lading, marketing return loads, and the present status and development of machinery for putting the rural motor express into actual operation.

The study of highway transportation functions of state highway departments, including snow removal, traffic surveys and traffic control by state highway departments, will be in charge of David Beecroft,

directing editor of The Glass Journal company, New York City.

The development of policy of co-operation with motor truck users' organization will be in charge of W. H. Stone, associate editor of the Manufacturers' Record, Baltimore.

EDUCATIONAL WORK

Co-operation in educational work with universities and schools will be directed by Professor A. H. Blanchard, professor of highway engineering, University of Michigan, and president of the National Highway Traffic association.

The general policy of the transportation committee of the federal highway council is under the direct charge of Charles W. Held, United States council of national defense. It may be stated as follows:

"To assist in co-ordinating highway transportation with other transportation agencies of the country; to encourage the development of highways that will advance the economic life of the nation; stimulate their use in such a manner as to facilitate and cheapen the transportation of food, raw materials and finished products, and co-operate with government agencies, both state and national, to the end that our highways may be of maximum service in the transportation system of the country."

ROAD BUILDERS' PROBLEMS

The purpose is "to recognize the problems of the road builder, to realize the needs of the road user, to visualize future highway transportation requirements, to co-operate with railroads, waterways, and other agencies of transportation to the end that the public may enjoy that form of transportation which is most efficient, economical and practical."

The council has received notification from George Taylor, president of the American Railway Express company, that their vice president and treasurer, F. S. Holbrook would represent the express company on its transportation committee. When completed the committee will include representation from all agencies of transportation.

THERE'S CAUSE OF WASTE

When the car owner is confronted with the condition of excessive oil consumption and no reasonable explanation is forthcoming, it is well to suspect the rear crank shaft bearing. Loosening in the fit of the bearing permits the oil to work out and materially increase the consumption.

WOULD NOT REMOVE FLAG FROM RADIATOR

Doughboy Causes Upset Of Queen's Court Etiquette In Rumania

Court etiquette among the reigning families of Europe is not to be lightly considered, and so the story

of how the stubbornness of an American doughboy upset an age-old role of the royal house of Rumania is of more than usual interest.

Some time ago Queen Marie of Rumania accepted an invitation to ride in an American official army car. When the car arrived at the palace gates, the Queen at once noticed that an American flag flew from the radiator. Before entering the car, she requested that the flag be removed, explaining that royal et-

quette prevented her riding behind American flag that of her own country. Opposition arose immediately. The chauffeur, an American dough-

boy, announced politely, but none the less firmly, that when the flag came down he came down also, and some one else would have to drive the car. The Queen, who by the way, is a granddaughter of the late Queen Victoria of England, graciously conceded the point and the party proceeded on their way.



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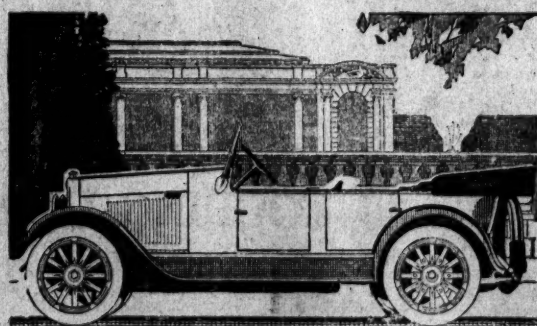
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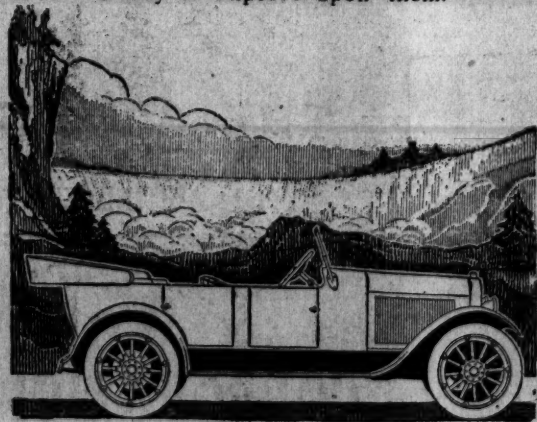
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The public the country over now accepts Hot Spot and Ram's Horn, and in accepting them the public pays Chalmers a nation-wide tribute. For when the great American jury endorses a principle it means other makers must follow that principle. In this way Chalmers has been awarded an engineering leadership.

Just what Hot Spot and Ram's Horn accomplish and how they do it has been told many times, but no other maker has yet found a way to improve upon them.



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Whizzing speed, peaceful idling! It makes a fellow's blood tingle to look at a car like this and feel that it belongs to him.

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WITH HOT SPOT AND RAM'S HORN

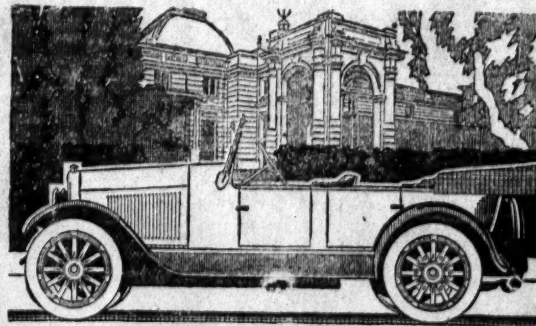
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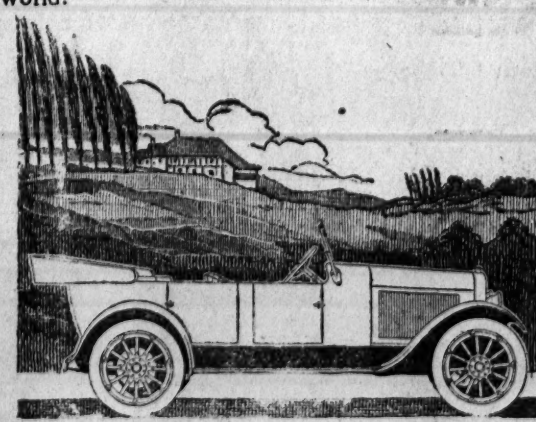
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Hot Spot vaporizes the raw, heavy, inferior gasoline of the day into a "fine cloud." Ram's Horn rushes it at a velocity of 100 miles an hour through "easy air bends" to each cylinder, equi-distant from Hot Spot.

One without the other would be ineffective. Playing together they lift Chalmers to a high peak of efficiency. The reward has been the ever-growing opinion of the public that Chalmers is one of the few great cars of the world.



False Report Of Slump In Automotive Industry Authoritatively Denied

Rumors that business conditions in the automotive industry are not wholly satisfactory, that motor car and allied factories in Michigan are decaying, crumbling and disintegrating because of disease and that workers are leaving their jobs are set at rest by information received and published from a report of the Detroit Stock Exchange. The information came in form of letters received from heads of a number of organizations. Among such letters were the following:

NOT SO BAD

"Our business for the first six months of 1920 was quite satisfactory, as our total volume was some \$11,000,000 in excess of the same period in 1919. Our estimated earnings were in harmony there as they were in excess of \$1,800,000 for the same period, or an average of \$300,000 net, after taxes per month. Our customers have been obliged to write us that they would be compelled to defer their schedules, so we are not anticipating the same volume of business for the last six months of the year. But even with a great percent reduction, our total volume should be in excess of our total last year."

THE BEST EVER

Kelsey W. Wheel Co., Inc.—By L. C. Brooks, secretary: "We might say that the first six months' business (this year) has been the best we have ever enjoyed, and we are not at all pessimistic regarding the second half of the year."

Continental Motors Company—By W. R. Angell, secretary and assistant treasurer: "Our business and earnings for the last quarter have been the largest in our history. We have been and still are adding materially to our productive capacity—especially at

the Muskegon plant, where truck motors are produced. Even with these conditions we have not been able to satisfy the demand for our product. We have had no cancellations, although during the past ten days in a few instances, the delivery schedules have been extended. We hope by reason of this to more nearly catch up with our orders. As we are nearing the close of our fiscal year we can safely say that this will be the largest year in volume of sales since our origin."

FROM STUDENBAKER

Studenbaker Corporation—By A. R. Erskine, president:

"At the present time we have on hand a large number of unfilled orders, with no finished cars on hand, and the general demand is such that we are compelled to allot production among dealers on a percentage basis."

Page-Detroit Motor Company—By H. M. Jewett, president:

"We have had a most satisfactory year so far. We have earned from January 1 to June 30, \$1,522,000, and with all of the slow-down in business we cannot begin to fill orders and are increasing our production daily from our present estimate. With the output and orders that we have on hand and the estimate of our dealers we should ship enough cars within the next three months to make an additional profit of \$900,000."

CARRYING ON

J. W. Murray Manufacturing Company, Detroit—By J. R. Murray, Secretary-treasurer:

"We are doing business with several of the largest producers of motor cars, including particularly the Chevrolet, Oakland, Scripps-Bentley, Chandler, Cleveland, Samson tractor, Paige and Columbia, and up to the present time have not received a single cancellation of any of our contracts. Our production schedules at the present time are absolutely controlled by the supply of steel that we are able to get from the mills as our customers would willingly take right at the

platform at least one-third more than we are able to produce." Hupp Motor Car Company—By A. von Schlegel, vice-president: "Our business has kept up with practically no cancellations. In fact, new business is as large in volume as it has been in the last six months. It is impossible to estimate the future, but from the information which we have from our dealers and distributors and the orders, which we have on our books, it looks as though our shipments would continue at the rate of 2,000 per month, which has been the schedule so far this year."

EVERYTHING O. K.

Packard Motor Company—By office of general manager:

"Our earnings for the last quarter, ending May 31, 1920, were \$1,921,991.26; for the nine months ending on that date, \$5,068,798.24. Sales are slightly below spring record. The only apparent falling off in demand is that resulting from propaganda hostile to the automobile industry, which, in many localities, has had the effect of hampering local financing of retail distribution. Out of 240 cancellations (cars) repeated by dealers during the past quarter, 173 have already been resold, leaving a net of sixty-seven cancellations and these will undoubtedly be quickly taken up."

General Motors Corporation:

"General Motors statement for the quarter ending March 31 shows net profits of \$19,754,516 after federal taxes. With little change in production in the second quarter net profits for the half of the year are expected to be approximately double these figures. Moreover, General Motors is practically assured a market for every car it can produce this year, several of its lines having long since been contracted for to factory capacity."

"No more false or utterly unfounded statement was ever published in the public press," said an official of the Federal Motor Truck Company in the reply to a published article which set forth that the Federal company and the Commercial Motor Car Company were closing their plants. "The Federal Motor Car Company has only had no intention of closing, but is continuing on the greatest scale of its history, laid out at

the beginning of 1920, and has produced up to July 1, in spite of the switchmen's strike and other delaying factors, more than its original schedule for six months. Notwithstanding this fact, there never has been a time when the end of orders has ever been within striking distance. Further, not a man in the Federal factory has been laid off."

IS MOTOR VEHICLE OWNER PAYING WAY?

Truck Company Official Gives Some Interesting Figures To Show He Does

In view of the large expenditures which are planned for highway improvement, it is interesting to note whether or not the motor vehicle owner is paying a fair amount for the use of the roads which are available at the present time. In this connection, R. E. Fulton, Vice President of one of the largest truck concerns, in a recent interview expressed the opinion that the motor vehicle owner is certainly paying in full for the use of the roads, and gave some interesting figures to prove his contention.

"Motor vehicle owners in 1918," said Mr. Fulton, "paid \$50,000,000 in automobile license fees to the various States. Including personal property taxes levied on cars in some States, excise and local charges, it is estimated that car owners paid no less than \$150,000,000. In addition, motor vehicle manufacturers paid \$23,000,000 in taxes to the Federal Government. This is a total of about \$285 for every car built. Out of 3,500,000 miles of highway in the United States, only 6,250 are equal to the demands of heavy duty traffic. Motor vehicles, therefore, pay a total sum amounting to \$75 per mile for every mile of highway in the United States, improved or unimproved. For every mile capable of carrying heavy duty motor traffic motor vehicles pay yearly a sum equal to \$24,000 per mile."

HIGHWAY FREIGHT TERMINALS NEEDED

Efficient Distribution Of Short Haul Products A Cure For Economic Ills

BY J. F. BOWMAN

Whether it be in street car, subway, parlor car, elevator, office or home, there is that perpetual and approaching weird appeal: "Give us more transportation." We need transportation. How well we know and realize it.

"Distribution" is wending its way into everyday conversation; in it we have the real meat of the matter.

Transportation—distribution—this is the whole thought.

We have reached the school grade that teaches, "Motor trucks for short hauls!" We start out and herald the glad tidings, "Ship by Truck!" Do we stop to think what effect this cause will have? Do we realize that if every one were to decide at one time to "Ship by Truck" how the traffic congestion of our largest cities would look? And our highways! They would become veritable trains and fleets of trucks bound for city markets of all kinds.

HIGHWAY TERMINALS

Now, we see where distribution takes us a step further into this subject, "How" and "where" are we going to distribute short haul products? Those are the obstacles of the short haul.

As the railroads have freight yards, so shall the motor trucks have terminals—they must have terminals. Railroads do not want short haul loads; they cannot handle them efficiently.

The question of terminals is of domestic and municipal importance. The New York World published an article recently in which it stated that terminals or markets in this city alone would save the consuming public \$150,000,000 per year in

trackage and wastage of food stuffs, and that the city would be able to net 12 percent per year from rental on its investments. Such figures are astounding, yet they are unquestionably true.

Agriculture is the barometer of America; then, produce! But if that which is produced is allowed to rot—to waste, why produce?

Several months ago the magazine System published this story: Two shipments of eggs and one-day old chicks were started at the same time from Lancaster for New York, 180 miles away. One went by truck one by rail. The truck delivered the order in twelve hours, with a loss of four chicks and nine eggs. The rail shipment reached the consignee in five days, losing 500 chicks and 1,000 eggs. It is such losses as these that cost this city \$150,000,000 yearly; it is such a service by motor trucks through terminals that would save the city that much.

What applies in the East will apply in the other sections of the country. Plans have been submitted to the City of New York for five city markets to cost \$80,000,000 and if the city will not build, financiers will do so. Merchants and consumers alike realize the possibilities in "transportation by motor truck."

TRUCK ALLY OF RAILROAD

Motor trucks are not "knocking" the railroads, neither do the railroads reject motor trucks, on the contrary, they welcome them. But let us not forget that when we talk "Ship by Truck," "Motor Trucks for Short Hauls" and "Good Roads for Motor Trucks," that we must have depots, terminals and "highway freight yards" in our cities for the distribution of food as a living price, and through which "short haul traffic" can make connections for other points.

Mass production with quantity transportation and efficient distribution of short haul products through "highway freight terminals" will solve our national economic ills.

ADVISED TO CHANGE OIL IN CRANK CASE

Present Quality Of Fuel Makes More Frequent Cleansing Than Formerly Necessary

"Due to the use of low-grade fuels at the present time, it is quite essential that the oil in the crank case should be changed at fairly frequent intervals," says Wm. A. Bibee, of the Auto Service and Supply Co.

"It is impossible to give a definite rule for this, because the requirements of different makes of cars vary greatly. The oil should be changed at least as often as called for by car builders' instructions, and at the present time, a little oftener. A good policy is to drain out the old oil in the evening, leaving the drain cock stand open all night, and flushing out the residue with kerosene, which the most of us are now carrying around in our gasoline tank. But before starting be careful to let all this drain out."

"The reasons back of this oil changing are important. Oil naturally deteriorates because of heat which sets up chemical changes; then there is the mixture of gasoline already referred to; equally bad is the accumulation of particles of metal from all wearing surfaces, and added to this is a certain amount of dust which inevitably works in."

PISTON GROOVE CLEANER

An excellent tool for cleaning carbon out of piston grooves may be made by grinding down a piece of broken piston ring to the proper size, so that it has a cutting edge, such as a chisel has. This tool fits exactly in the groove and cleans it out perfectly.

TEST FOR PISTON RINGS

When there is an escape back past the piston ring of hot gases the crank case inevitably gets warm. On the other hand, if the escape is past the valves this condition is not found.

TRIUMPH

A PLEASURABLE pastime affording the healthy benefits of the open road is assured the Triumph rider. With a Triumph there is nothing to go wrong, quality being the essential point in its manufacture.

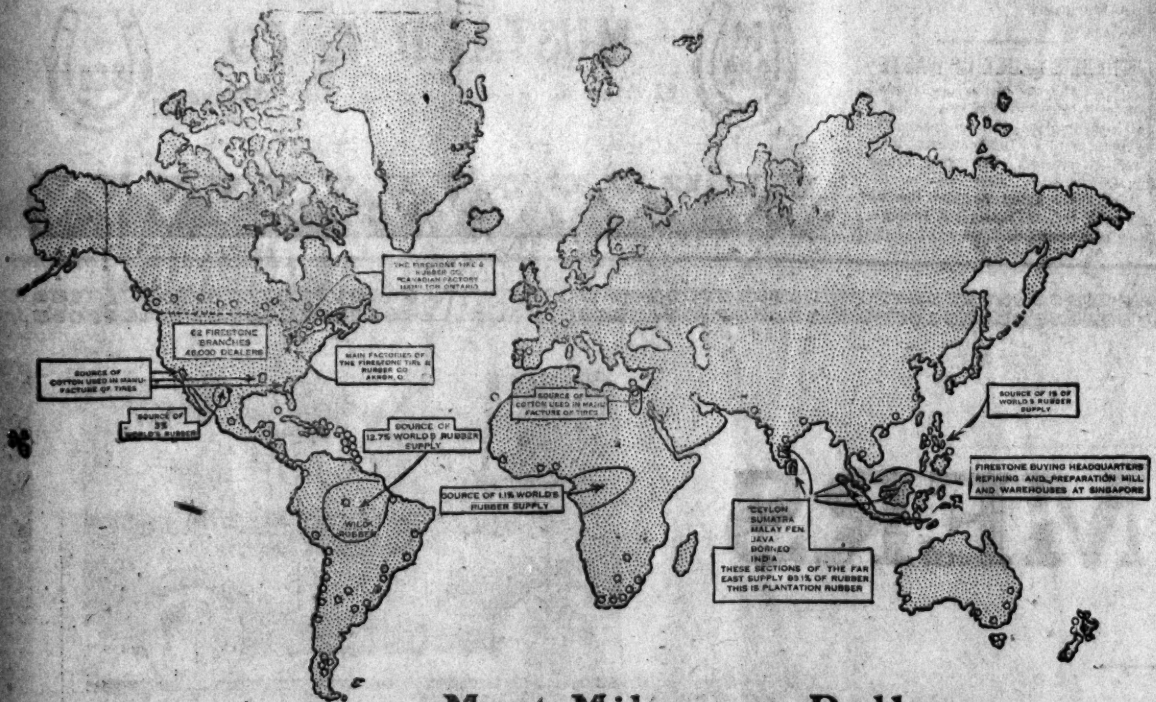
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SHANGHAI



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Firestone Tires are sold in all parts of the globe by more than 45,000 dealers. The map above shows Firestone distributing centers.

Firestone is the name of the President of the Firestone Tire & Rubber Company of Akron, Ohio, U. S. A. Behind this man is an organization of exceptional man-power and resources. This is why Firestone can produce a tire of the most generous proportions and of the highest character of materials and workmanship at a normal price.

When you need tires again see that you get Firestone values.

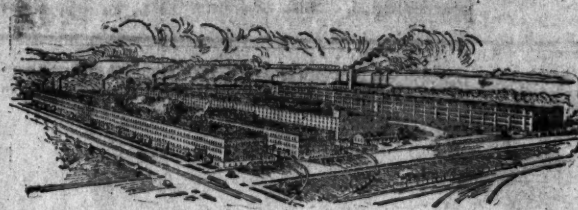
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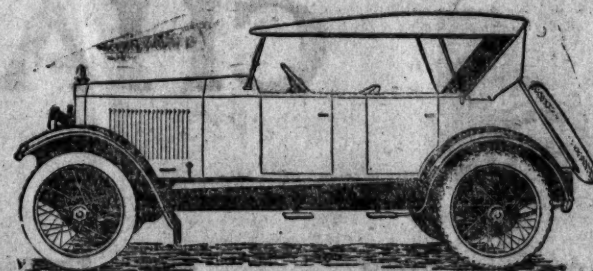
Firestone

Valve Six

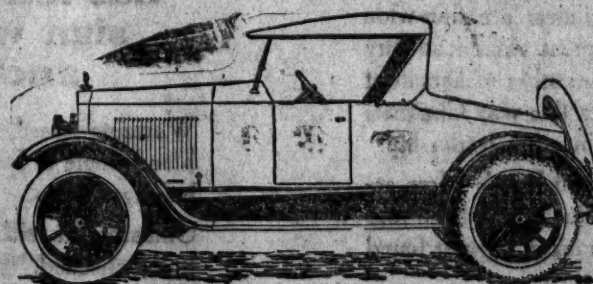


THE FACTORY

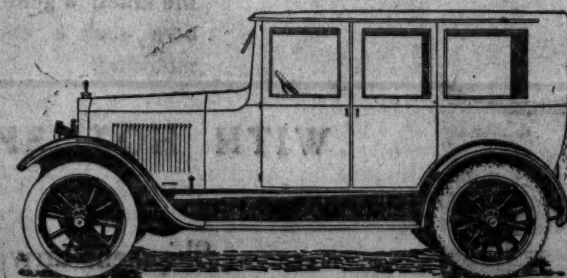
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Chicago's Panama Canal

Work On Vast Project To Connect Great Lakes And Mississippi River Begun

BY WAINWRIGHT EVANS

The State of Illinois recently appropriated \$20,000,000 to put through the Illinois Waterway. This project will be a key that will unlock the vast treasure house of the Mississippi Valley to the ports of all the world, not to mention the creation of a marvelously cheap means of transportation within the valley itself, according to its advocates. Economically, the claim is that the creation of this strip of navigable water, sixty-five miles long, and eight feet deep, to link Chicago and the Great Lakes with the Mississippi River, its tributaries, the Gulf, the Panama Canal, the Golden Gate, Europe and all the world, will create avenues of transportation so cheap and quick that commerce will inevitably and automatically use it to the limit. And the further argument is that it will make it possible to ship freight from the Mississippi Valley to the Pacific Coast through the Panama Canal instead of by rail, and will thus allow the Middle West to compete with the Atlantic Coast cities in that market.

At present there is no thoroughfare beyond Lockport in the Des Plaines River, neither from Lockport to Dresden, a distance of twenty miles, nor from Dresden along the Illinois River to La Salle, a further distance of forty-five miles. The Illinois waterway project is to create an eight-foot channel right through to La Salle, by some digging and by the building of five locks that will be as large as those of the Panama Canal. The present 23-foot lock in the Chicago Drainage Canal will be ripped out and replaced by a lock 600 feet long and 110 feet wide. In addition four other locks of the same size will be placed along the rest of the sixty-five miles. The width of the channel will be from 200 to 270 feet. With the present flow of water through the canal it will be possible to maintain a nine-foot depth at low water in the Illinois River below La Salle. The boats used will be fleets of barges drawing six to seven feet.

With a view to getting an authoritative pronouncement on what may be expected from the new waterway, the writer went to M. G. Barnes, Chief Engineer of the Division of Waterways, the man who has the construction work most immediately in charge, and whose estimates were the basis on which the plan has been worked out.

"At present the average freight rate between Chicago and New Orleans on goods that would naturally seek canal traffic is about \$8.50 a ton. By water the rate should not exceed \$3," said Mr. Barnes. "It is conservative to say that within a year after completion the waterway should be handling a traffic of 10,000,000 tons a year. If there were a saving of only \$2 a ton on that much freight, it would pay the cost of the canal in a year; but as a matter of fact the saving will be around \$5 a ton. With such a saving and with great industrial centers like Chicago at one end of the line and a world port like New Orleans at the other, and the vast region of the lower Mississippi Valley in between, I am satisfied that the canal will soon be carrying to its full capacity."

"What about the argument that waterway transportation is of advantage only to cities on the route?" he was asked.

"That is true for a short haul," he answered. "But it is not true for a long haul. Every city in the Middle West, Northwest and South can save money by using the railroads for the short haul to the nearest waterway and using the long haul from there on. Even if the cargo had to be transferred three times the shipment could be made at 50 percent less than rail cost."

"It goes without saying, of course, that the railroads must be made to deliver and interchange freight at water terminals at reasonable cost. But legislation to that end is already under consideration in Congress."

"A favorite point of attack on the waterway idea has always been the terminal question. It is always pointed out that though it is admittedly possible to carry freight cheaply by water, the expense of loading and unloading at the river bank without terminal facilities and without rail connection is prohibitive, and that the delays are great, and that no shipper will bother with water transportation on that account."

"The terminal facilities at St. Louis and New Orleans are not of the kind that justify that kind of talk. The cities along the Mississippi will take care of the terminal question when they see the boats begin to run past their doors on their way down to New Orleans."

"Let me use St. Louis for another illustration. Freight is now being hauled between St. Louis and New Orleans by water at a differential 20 percent below the rail rate; and by special traffic arrangement certain territories including Missouri, parts of Illinois, Iowa, Nebraska, Minnesota and Wisconsin, now enjoy

that 20 percent differential by billing their freight by rail to St. Louis, then to New Orleans by water. When more of the proper kind of equipment has been placed on the lower Mississippi that already substantial differential will be still further increased.

"Now here is where Chicago comes in. St. Louis has the water terminal facilities that Chicago will have by the time the Illinois Waterway is completed. St. Louis consequently enjoys in normal times a differential of 7 cents a bushel on corn to Liverpool by water below the rate by rail via New York to Liverpool. As a result corn brings a larger price in St. Louis than it does in Chicago. The market closed this year in St. Louis 10 cents a bushel above the Chicago price."

"Suppose now that Chicago had proper barge transportation facilities with the Eastern Coast at Albany. The result of that would be that the farmers of Northern and Central Illinois would get better than St. Louis prices, because their corn would be traveling always in the direction of the market, instead of 1,200 to 1,500 miles away from it, as is necessary if it is to move through the port of St. Louis. Since the annual corn crop of Illinois is in the neighborhood of 250,000,000 bushels annually, and since 85 percent of that is raised in the Northern and Central part of Illinois, the increase would mean from \$15,000,000 to \$25,000,000 a year to the farmers of that State."

"One contention frequently put forward by the opponents of inland waterway transportation is that its possible usefulness will be limited to the hauling of bulk freight, such as coal, stone, lumber, brick, ore, ice, grain and so on. That is certainly not so; but even if it were, I don't see why they should make a point of it, since such items as those constitute 70 percent of the freight hauled in the United States."

"Still another point which has not to be settled for good by the growth of traffic through this new waterway will be that of speed. I saw a statement recently written for a magazine of very wide circulation by some one who was trying to point the finger of scorn to the effect that water-haul speed varies from one to three miles an hour. That is as false as most of the allegations made by the enemies of inland waterways. Water-haul speed varies from two to twelve miles an hour—the average is five. Why, even on the old Erie Canal, in the days when it was used as a towpath route for mules, freight moved at the rate of forty-eight miles a day, and the present rate on the Mississippi River exceeds 120 miles a day. On the Great Lakes the average is 288 miles."

"On the other hand, the average rate at which the rail-

roads move freight is only eighteen miles a day, and the miles moved by barges and other vessels on water per annum, even in our northern districts, exceeds the mileage made by freight cars that can be used twelve months of the year.

"The shipment of coal to the Chicago region constitutes one of the greatest items of congestion on the railroads of Illinois. What it means in terms of cars may be gathered from the fact that the improved highway system of Illinois has had to be abandoned, at least for this year, because the demands of coal have left no cars available for hauling road materials."

"If the Illinois waterway were to do nothing but supply Chicago with coal, it would more than pay for itself, and Chicago could afford to foot the bill. But that is just one item. Here is another. The consumption of sugar in Chicago and the towns along the Illinois River is about 225,000 tons annually. It takes about 10,000 box cars to haul that sugar. Most of our imported sugar comes from Cuba, Hawaii, and, in peace times, Germany. The Illinois waterway will make it possible to land sugar, destined for the Illinois River points, at New Orleans and to bring it thence by barge at a saving of \$8 a ton below the rail rates. It can be hauled, like the coal, in the summer and stored for winter use. The saving would be 10,000 car trips across the country from south to north. The saving on sugar would be \$4,000,000 a year."

"Other tremendous items are coffee, tea, rice and lumber. Try to visualize it this way. It would take seven fleets of five barges of 750 ton capacity, each in operation 365 days of the year, to bring to Chicago and its outlying districts the sugar they need. "I need not add that the development of such traffic as that will be a spur to waterway transportation in the Mississippi Valley, whose importance can hardly be overstated. Chicago is now developing some wonderful water terminals, and it is already a great trade center and the gateway of the richest agricultural region in the world. Its momentum is irresistible. Once this canal is opened, the flow of trade to and from Chicago is going to carry everything before it."

"What about the 'Pork Barrel'?" was asked.

"First, let me say that much of the money that has been spent on Rivers and Harbors in the United States has been used for reasons other than navigation. For example, large sums have been spent on the rivers of the Mississippi Valley for bank protection and for protection of farm lands against floods, the reason being that Congress has often had these items included in the River and Harbor bill in order to secure funds for land protection. "Because of the influence of railroads and other interests,

Congress has been slow in appropriating funds for projects once approved. This has frequently carried certain enterprises over a long term of years, and the delay resulted in the decay and deterioration of the work almost as rapidly as constructed. A case in point is the \$30,000,000 appropriation for the six-foot channel of the Mississippi River from St. Louis to St. Paul. This work has been in progress nearly twenty years; and, owing to the nature of the work, much of it has been washed out almost as fast as it has been placed, because of lack of funds to complete it when it was once started."

"The same condition is true of the Missouri River, the Ohio, and the lower Mississippi. The money was wasted because we didn't see the thing through."

SIMPLE TRICKS PULL MOTORISTS THROUGH MISHAPS

Slippery Roads Are Bugbears That Are Easily Worsted

There are a lot of things to learn about an automobile that are simple tricks that help you out of a tight place when you slip off the road, or are in trouble. The best of us admit that we sometimes do have trouble. It is good to know what to do when an emergency arises.

Many times a quick burst of speed will prevent trouble, other times good brakes will stop you in time. And other times a know-

ledge of the "old timers" tricks will save you much fuss.

For instance, if you get caught in a rainstorm and the road gets slippery and you slide sideways into a ditch and think you are going to have to stay there, get out and get some fulsome from the trees and make your own road for a while. It takes time and trouble, but it will save you having to be pulled out.

Sometimes when you go out for picnic you back off the road on a steep pitch which is grass covered. When you start to get out you may find that the rear wheels spin on the grass.

The mistake most men make is to give the car all the gas it will take and get into low gear and try to pull out. The rear wheels just spin and dig a deeper hole.

Try it this way some time. Stop, and sit back and take stock. Then get into low gear, and give the mo-

tor just enough gas so that it will not stop. Step on the throttle slowly and you will be surprised to find the rear wheels taking hold and you will pull out, under your own power.

When this will not work, get out and dig a shallow trench so that the front wheels will have something in which to rest. Then the car will not slide sideways and you will pull out.

These are just common sense things which most of us overlook.

REMOVING CYLINDERS

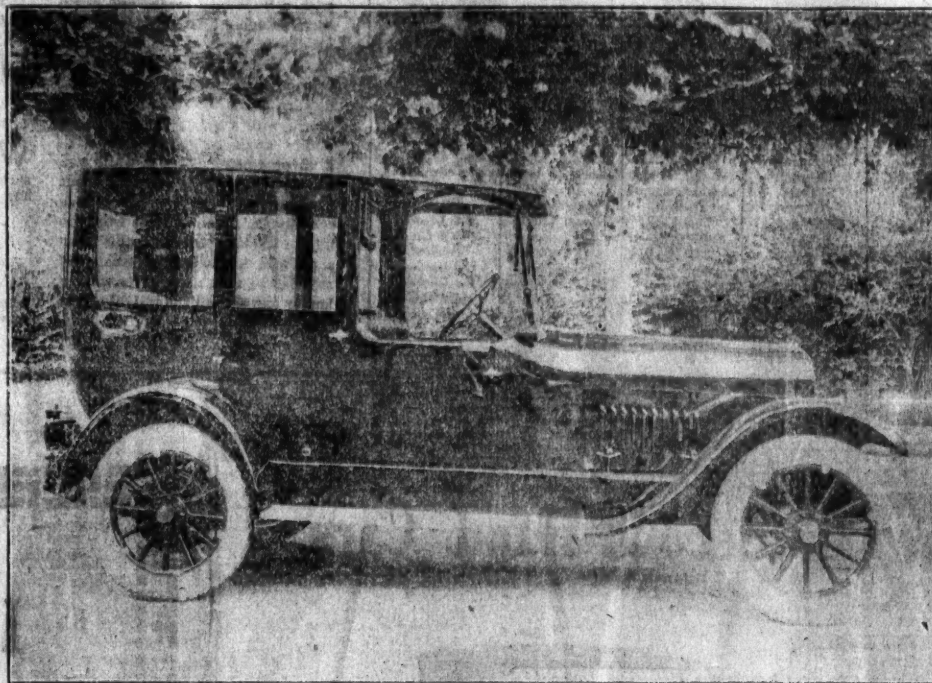
In removing or mounting cylinders one person should handle the cylinder and another take care to see that no injury is done to the pistons or rods. The rods can easily be sprung out of true if the cylinder is not lifted off straight.

Keep Transmission Properly Lubricated

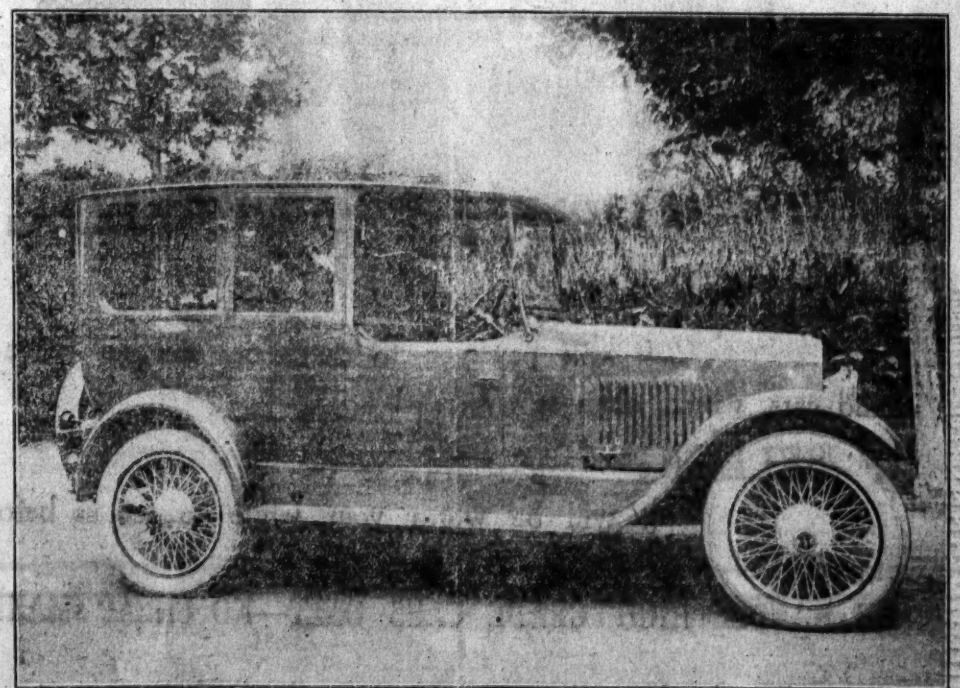
Transmissions and differentials should be inspected every 1,000 miles and more lubricant added if needed. The lubricant to be used should follow the gears at all speeds—should not contain wax, clay or animal fats. Graphite will assist the lubrication of these parts, but only the finest grade of fine pulverized flake should be used. Differentials that are troubled from grease leaking from the brake bands should be drained and cleaned.

Fill transmission to the level of the shaft and differentials to the lower edge of the axles.

Studebaker



Special
Six
Limousine



Big
Six
Limousine



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BIDDLE	DORRIS	HOLMES	MOON	ROVER (England)
BOUL-DAVIS	DYKST	HUMPHREY	MOORE	STANDARD
CHANDLER	ELGIN	JORDAN	NATIONAL	STERN-KNIGHT
CLEVELAND	ELICA	KING	OWEN-MACNETIC	STEFFENS
CLYDE	FRANKLIN	KLINE	PAIGE (England)	TEMPER
COLUMBIA	GRANT	LEWINGTON	PAUL	VELLE
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The Reason Why They're Bachelors

By Jane Baird.

ALMOST every confirmed bachelor believes that he might have married a great many women. In his heart of hearts he has an idea that almost every woman who ever smiled upon him or blinked an interested eyelash at him would only too gladly have become his wife.

But, after all, since he really never "popped" the vital question, what right has he to be so sure? I wonder how many hearts the boastful bachelor thinks he has thrown aside which he never really had at all!

Many a bachelor sees his friend walk off with one of his old girls and secretly laughs, saying to himself that he might have had her. But could he have won her? Yes, she bestowed countless dimpled smiles upon him, she sang her best for him, she tolerated him—but that is the woman of it. That is the side of a woman the bachelor does not understand.

Later, perhaps, this same heart-breaker of a bachelor sees his divorced friend carry away another girl of his. But he slaps himself upon the back and goes forth to play the game of love again—to catch a girl for another chum and add another to his list of reveries. Perhaps in old age the bachelor receives a revelation of the truth—that never in his life has he made an actual "conquest"; that if he had ever submitted his neck to the matrimonial yoke it would then have been the woman, not himself, who "withdrew gracefully."

The divorced man and the wid-

ower have the bachelor beaten ten to one. They really have made a "conquest," and they really understand women. And the worst of it is that the bachelor doesn't know he is beaten! He struts about bragging about what he might have done and prides himself that he has always thrown his hearts to the four winds.

The truth is that, although he may chuckle up his sleeve and think he knows the ladies, he doesn't know as much about them as a new-born babe. All the bachelor's reveries turn into pipe dreams, and ever will. If he wants to really find out what he can do instead of what he might have done he will have to hunt up his chums who married and get a few hints on the subject.

Woman is so complex that it takes more than two or three hours of pleasant companionship to understand her. The bachelor must have a great conception of the feminine nature! And yet to hear him talk one might suppose the poor married man a mere greenhorn.

But if the bachelor were to start out with a widow or a divorced man to win a wife the bachelor would probably have the hardest run. The man who has been over the matrimonial road once is like a boy from college compared with a wild young star from the backwoods. Not that a woman has such a refining influence that she produces this great change, but that a woman is a woman, and really to know her and her fads and fancies a man must have been married to her.

The mere drawing-room woman is not the creature men encounter in their married life. No matter how many sisters a bachelor has, no matter how well he knows his mother, he can never understand them as he can a wife.

The widower has a slight advantage even over the divorced man in winning another wife, because he creates sympathy. A woman's heart is filled with the desire to comfort. Even the hardest woman wants to comfort a child on the street when she sees it in tears. And so when gentle woman sees the lonely, sorrowful widower approaching her path and asking for her love, her heart opens and fills with pity for him.

The divorced man can, of course, concoct a tale of misery and abuse, and he usually does. His little experience has quite fitted him to know the feminine nature.

But the bachelor is at the tail end of the race. Oh, yes, he THINKS he is the winner, but that is because he is merely tolerated. Women will tolerate a great deal. That is one of their best characteristics.

If, however, the average bachelor should decide to stop bragging what he might have done and actually propose, he might have to get upon his knees several times before he succeeded in getting a wife!

All this goes to show that the bachelor's accounts of his love affairs must be taken with a large grain of salt. They are interesting, but only as fiction. If we want the real truth about them we must look to some other person than the bachelor who figured in them.

Beauty Hints

KINDLY advise me how to whiten a very much tanned neck and arms.—MISS R. A. V.

Lemon juice is an old stand-by that never fails to remove tan, if faithfully used. It is too strong, of course, to use undiluted on the face. Use an equal quantity of water or of rosewater with it. Here is a "honey paste" which many have used with marked success to whiten the skin. Wear a simple cloth face-mask and coat the under side thickly with this paste:

Ground barley 3 ounces
Honey 1 ounce
White of one egg.
Wash off in the morning with tepid rosewater.

CAN you tell me if purely local applications of anything will reduce a double chin?—ANXIOUS.

You can quickly reduce those unsightly rolls of flesh beneath the chin by "ironing" the muscles into hardness with cold water compresses and applications of ice. Also, here is a reducing formula that is safe and if persistently applied every day should be effective as an absorbent remedy:

Tincture of Iodine 30 minims
Iodide of potassium 60 grains
Hypo-sulphite of soda 20 grains
Distilled water 7 ounces
Aniseed water 170 minims

HOW should my face be massaged to correct sagging cheeks?—B.

Give your face a cleansing rub with a little cold cream and begin by massaging the muscles of the cheeks in front of the upper half of the ear. Use the three fingers of each hand, rubbing outward and upward with a firm but gentle touch, with a rotary motion whose circles would be about as large as a silver dollar. After a while you can feel the muscles pull taut about the corners of the mouth, thus effacing the drooping lines from the nose. If faithfully done this massage will, in time, strengthen the muscles so that the cheeks will no longer sag and all the tell-tale lines will be effaced.

Tested Jam and Preserve Recipes

By Mary Lee Swann, The Well-Known Writer and Lecturer on Cooking.

Peach Jam.

WASH and peel peaches. Press through a potato ricer. Measure, and for each pint of peach pulp add 1 pound of sugar, 3 tablespoons lemon juice and a handful of shredded blanched almonds. Cook slowly until thick, stirring often.

Grape, Orange and Nut Jam.

PICK over and wash 8 pounds of grapes. Separate pulps and skin. Cook pulp until soft, strain, add skins and cook about 15 minutes. Add 4 pounds sugar, 2 thinly sliced oranges and 1½ pounds raisins and cook until thick, stirring frequently. Add a cup or more of chopped pecan nuts a short time before the jam is done.

Apricot Paste.

PRESS apricot pulp through potato ricer or coarse sieve and weigh it. Add 1 pound powdered sugar and cook very slowly until it is so thick that it will not run together. Pour out on large flat platters which have been rubbed with oil. Place in a draft for 2 or 3 days to become thoroughly dry. Cut into desired shapes, sprinkle with granulated sugar and again expose to draft. Sprinkle with granulated sugar and pack in airtight box, with parchment paper between layers. For apple paste use about ½ pound powdered sugar to 1 pound fruit pulp.

Pear Ginger.

SELECT slightly underripe pears. Peel, core and cut into thin slices. To 8 pounds of pears allow 6 pounds sugar, 1 cup water and juice of 4 lemons. Cut 2 lemon rinds into shreds and add them. Add ½ pound finely chopped ginger root. Cook gently until very thick.

Spiced Peach Jam.

CUT 2½ pounds peaches in small pieces. Add 1 pound sugar and a spice bag containing 6 allspice berries, a small piece of ginger root, ½ teaspoon whole cloves, 1 inch stick of cinnamon, ¼ teaspoon mace and 1 crushed peach kernel. Cook until thick, stirring frequently. Seal in sterilized jars.

Pineapple, Peach and Almond Sweetmeat.

SCALD peaches quickly and remove skins. Cut in small pieces. Chop pineapple and weigh fruit. Allow equal weights of peaches and pineapple. Arrange in alternate layers in a deep preserving kettle, sprinkle each layer with sugar and lemon juice. Allow ½ pound sugar and 3 tablespoons lemon juice for each pound of fruit. Bring gently to boiling point and simmer until as thick as apple sauce. A few shredded blanched almonds may be added to each layer if desired.

Fig Jam.

RINSE and dry 3 pounds of figs. Skins may be removed or not. Cut in pieces. Add 1½ pounds of sugar and ¼ cup water and cook slowly until thick. Seal in sterilized jars.

Tomato Butter.

SCALD 5 pounds of ripe tomatoes quickly, so that the skins may be easily removed. Place the tomatoes in a large kettle, add 4 cups sugar, 1½ pounds tart apple, 1 cup mild vinegar and a spice bag containing 1 tablespoon cinnamon, ½ tablespoon ginger, ½ tablespoon mace and ½ tablespoon cloves. Bring to boiling point and boil until as thick as thick apple sauce. Stir frequently.

Grape, Peach, Apple and Quince Butter.

WASH fruit thoroughly. Cut the hard fruits in pieces without peeling or removing cores. If grapes are used, crush them. Cover fruit with cold water and bring to boiling point. If apples are used, sweet cider is often used instead of water. Cook until soft. Press through coarse sieve to remove seeds. Measure fruit pulp, and for each quart of pulp add a pint of sugar, ½ tablespoon clove and 1 scant tablespoon cinnamon. Spices may be omitted. Then cook gently until as thick as thick apple sauce. Watch very carefully, as it burns easily. Store in sterilized jars.

Appetizing Menus for the Week

MONDAY	TUESDAY	WEDNESDAY	THURSDAY	FRIDAY	SATURDAY	SUNDAY
Breakfast Pearl Graham Mash with Maple Syrup, Toast, Coffee, Luncheon Rice and Cheese Casserole, Tomato Sauce, Apple Float, Dinner Baked Veal Cutlets, Mashed Potatoes, Stewed Corn, Lemon Cornstarch Pudding, This Cream.	Breakfast Sliced Peaches, Cereal, Corn Oysters, Muffins, Coffee, Luncheon Fried Smelts, Potato Salad, Whole Wheat Bread, Sliced Pineapple, Dinner Baked Vegetable Loaf, Savory Sauce, Creamed Salmon, Currant Jelly, Caramel Almond Ice Cream.	Breakfast Baked Apples, Grilled Bacon, Breakfast Puffs, Coffee, Luncheon Egg Plant Stuffed with Calf's Liver, Sponge Cake, Iced Tea, Dinner Roast Duck, Potatoes, Green Peppers, Stuffed with Tomatoes and Corn, Grape Sherbet.	Breakfast Berries, Steamed Rice, Scrambled Eggs, Popovers, Coffee, Luncheon Duck and Orange Salad, Mayonnaise Dressing, Tea, Dinner Beef Tongue, Spinach, Mashed Potatoes, String Beans, Banana Sponge with Rhubarb Sauce.	Breakfast Canned Fruit, Broiled Fish, Sally Lunn, Coffee, Luncheon Egg and Romaine Salad, Whole Wheat Bread, Chocolate Fudge, Dinner Veal Loaf, Tomato Sauce, Mashed Potatoes, String Beans, Peach and Almond Salad, Salmon.	Breakfast Apple Sauce, Creamed Mince, Ham on Toast, Coffee, Luncheon Tuna Fish Croquettes, Tomato Sauce, Baking Powder Biscuit, Pineapple Salad, Cream Cheese Dressing, Dinner Roast Beef, Mashed Potatoes, Asparagus, Fruit Cup.	Breakfast Sliced Peaches, Cereal, Savory Omelet, Toast, Coffee, Dinner (Cold) Cold Roast Beef, Bean, Asparagus and Carrot Salad, Sweet Pickles, Pintado Ice Cream, Sponge Drops, Supper Emergency Sandwiches, Jelly Roll, Iced Cocoa.

Helpful Hints for Busy Housewives

Nutcrackers for Stoppers.

A GLASS stopper that refuses to come out easily may be readily removed with the aid of the useful little nutcracker.

Lighting Matches.

WHEN the cover of the safety match box is lost strike the matches on the window pane or any piece of glass.

When Making Jam.

PAPER soaked in vinegar placed over newly made jam before putting on the cover will prevent its fermenting.

Plaster for Mending.

ADHESIVE plaster is just the thing for mending hot-water bags, raincoats, gloves and rubber goods of all kinds.

Cleaning Enamel.

TO make white enamel look like new rub thoroughly with baking soda, then wash with hot soap-suds.

White Window Boxes.

WHITEWASH the inside of your window boxes before filling with earth in order to keep out insects and prevent the boxes from rotting.

Whitening Clothes.

ONE teaspoonful of turpentine in the washing water will help considerably in whitening white clothes.

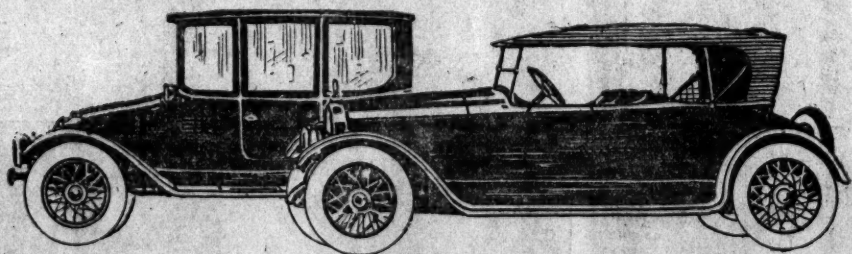
Saving the Cheese.

GRATE all the left-over scraps of stale cheese with a nutmeg grater, store in a glass bottle and use for flavoring soups and sauces.

Scorchless Muffins.

FILL all but one of the places in the gem pan with batter and fill that one with water before putting into the oven. This is a sure way of preventing the muffins scorching.

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Big Field Filled In A Big Way

The use for Overlands is perceptibly increased by the opening up, from time to time, of new markets and special fields of usefulness. The Overland car was, of course, designed to meet a definite need for a sturdy light car that combined manual comfort with economy and easy manipulation. There is every evidence that the car is meeting that need to the fullest expectations of its producers. But since the car first made its appearance, at least one important "side market" has developed for it which its designers did not count upon and which reflects further credit on the Overland car as a product exceeding its planned usefulness. This new function is that of conveyance for public hire. The Overland has very successfully served as taxicab, and there is much tangible evidence pointing to its further development in this field.

There can be no doubt of the car's mechanical fitness for the work. Its whole design renders it unusually well suited to this service. The independent taxi-driver or the organized company operating a fleet of taxis, must count upon certain qualities in any car it purposes to employ. Its first cost must be low and it should require a minimum of adjustment or repairs, for a commercial car out of service is a very real expense.

It should be economical of fuel and therefore preferably a light car. Yet it must be powerful and sturdy, capable of prompt response and flexible. An added advantage is the ability to make long runs when called upon to do so. If, in addition to these things, it is so comfortable as to place it on a par with the large, heavy car, and of such good appearance that it will attract business for this reason, it indeed approaches the ideal.

PROVEN OVERLAND ECONOMY
Anyone familiar with the Overland will be impressed with the completeness with which that car fits these comprehensive and rigid requirements. Its low price and proportionately low cost of maintenance are apparent to anyone who knows the car. Tests and trials of the most searching nature, conducted publicly and under official auspices and observation, have established its reputation for power and for stamina.

Evidence is piling up from all parts of the world to prove the economy, the reliability and the stamina of this new car. For economy, what could possibly surpass the brilliant feat of Overland cars in this recent economy test in the United States—over the road from Los Angeles through the mountains of California to the famous Yosemite Valley—355 miles across as rugged country as can be found anywhere in the world. Overland cars won four out of six events against a field of seventeen different makes of cars valued as high as \$5,000.

IN SOUTH AFRICA
The Overland touring car finished first with an actual mileage of 32.1 per gallon (Imperial) of petrol. In class two, an Overland Sedan finished first with an actual petrol mileage of 33.1 miles per gallon. In the Grand Sweepstakes Overlands won first and second places. The Baker Economy Cup for the best record on oil and water consumption was also awarded to the Overland.

For reliability, one may well point to the achievement of the Overland which recently completed the record-breaking non-stop run from Capetown to Johannesburg in South Africa.

Scarcely has a more gruelling test been successfully accomplished. A thousand mile journey over a country wide beyond description—the Karoo Desert; that included the Hex Mountain pass and innumerable "drifts," or ferds in rivers, that only the high clearance and ideal position of the Overland magneto made possible—surely this journey is convincing evidence of the reliability of the car.

STAMINA IS FACTOR
To cite but one other example taken from the new pages in automotive transportation history written by the Overland car, the Overland "Petrol Horse" is worthy of note, because it emphasizes another quality of this car—Stamina.

The performance of this feat by an Overland was one of the astounding events in the automobile world. It was as novel as it was daring. Impossible, one would have said! No car could possibly bear up under such a shock. Yet the Triplex Springs of the Overland did—and the car leaped fifteen feet through the air, high over a five foot hurdle, not once but several times a day and proved the sensation at the Denver Stock and Horse Show in the United States. Forty jumps during the week and each time the Springs, the Axles, the Chassis itself sustained a shock of 42,414 foot pounds.

But in addition to excellent most records in respect to reliability, stamina and low maintenance cost, it has the unique advantage of being as luxuriously comfortable to ride in as a heavy costly vehicle of long wheel-base. This added quality will place it in the forefront of public preference, which has a compelling significance for its owner. The city of New York is overrun with taxicabs of all makes and descriptions, yet none catches the eye

more readily or makes a more favorable impression than the Overland.

As obvious as is the Overland's fitness for taxicab service is the universal, growing need for this important public servant. To those who have investigated this situation, the profits to be derived from the business of operating taxis are equally easily seen to be worth going after. In big cities, where a multitude of people must be handled rapidly each day, the taxi does a considerable share of the work of transportation. But its activities are by no means confined to the large and bustling metropolis. In the smaller towns there is always ample call for the taxi. Even where the population is too meager or too poor to support a tramway, a fleet of taxis will often successfully take the latter's place because they are less costly to install than an electric system and operate under lighter expense. Recent events in India prove this fact.

FIELD IN INDIA

There were big obstacles standing in the way of establishing and maintaining a taxicab service in India. One was the high cost of petrol and another, and greater, was that the bulk of the population (that is, the natives) had not the means to support a system of transportation which charged any but very low fares.

The fact that our distributors succeeded so admirably in the face of these difficulties not only reflects credit upon them and, incidentally, upon the car itself, but indicates the possibilities underlying the often unattractive surface of a hitherto untapped field.

They saw that India badly needed some means of quick mechanical transportation, especially in the smaller cities and towns, where in numerous cases electric tramway companies had failed through inability to compete against rapidly rising cost of operation. They were convinced that this new type of transportation unit would fill the requirements of the situation better than any motor vehicle hitherto manufactured.

Two courses of action were open. One was to introduce the car to already existing taxi companies after a thorough trial in competition with other popular makes of cars. The other was to interest capital to form new organizations equipped with Overland cars. Both methods were employed—and with notable success.

BUY FLEET OF CARS

One successful taxi company was so thoroughly convinced of the merits of the new Overland, after its officials had thoroughly tested the car, that it cancelled an order for 150 cars of a well-known make and substituted Overlands instead. Companies in other cities have ordered groups of Overlands to augment existing fleets of cars—gratifying tributes to the new car.

But it is in the formation of entirely new companies that the greatest sales field was found. The results achieved, by various distributors and dealers may be described as little short of marvelous. In city after city local capitalists were approached, were thoroughly convinced of the wonderful possibilities presented by the new car as a transportation unit, and agreed to put up the necessary capital to finance companies that would maintain fleets running as high as 200 Overlands in some cases. In Bombay, alone, three separate companies were formed and started with a hundred Overlands apiece.

FILLING A WORLD NEED

What has been done in India will also be done in every other civilized part of the world. There are similar markets in every other country and men will be found to exploit them. The potential demand needs only to be awakened and stimulated; it is already there. Once aroused, this demand for taxicab service, if supplied by Overland 4 comfort, economy, and reliability, will grow and create an extensive and permanent field of endeavor for the Overland 4 taxicab such as now exists in the United States and is rapidly developing in India.

The pioneers in opening up the markets that exist in their respective countries will be the men, of course, to secure and retain the lion's share of the profits, and the car that first proves its merit as a taxicab will achieve permanent prestige. The Overland will be that car.

HORSES PROVE COSTLY

Figures are presented by G. D. Lichfold of the Packard company who has just returned from a school at the University of Michigan for the benefit of automobile men, to show some peculiar facts which he believes are not generally known by people in the market for cars.

Mr. Lichfold estimates that a horse eats a bushel of corn every three days, or 547 during the course of a year. For four horses this amounts to \$1,054 for a year. He estimates the cost of hay for a year at \$360, and figuring maintenance, stable storage, for feed other necessary expenses of four horses for a year, while the cost of the motor track with easily the same amount of power for the same length of time is \$1,075.

RECORD BREAKING TRADE EXPECTED BY REO BUILDERS

Reputed Slump Has Not Hit Business Of Makers Of Popular Speed Wagon

The reputed slump in the automobile business has not affected the business of the Reo Motor Car Company; and according to a statement made late in August in the United States, by R. H. Scott, vice president and general manager of the concern, there is no indication it is likely to do so in the near future.

Mr. Scott's statement reveals the surprising fact that during August the Reo Motor Car Company produced and sold more automobiles and Speed-Wagons than in any month since the war, while in volume of business done—measured in dollars—the month will far eclipse any month in the history of the company.

EXPECT RECORD

Still more significant, perhaps, is the fact that all indications point to another record-breaking month in September. Dealers' orders for cars and trucks for September delivery are far in excess of the possible output of the Reo plant; and consequently there is every indication that the extent by which September sales exceed those of August will be limited only by the ability of the factory end of the enterprise to increase production.

"Very frequently in the past six weeks or two months we have been asked to venture an opinion as to the future—particularly the immediate future—of the automobile business," said Mr. Scott in his statement.

"These inquiries have come from various sources, newspapers, periodicals, automobile journals and others who have been concerned over an apparent slowing down in the demand for automobiles. It is impossible for me to speak of the automobile industry as a whole. We are told that automobiles are not selling as readily nor as easily as had been uniformly the case during the past two years.

"I do not know whether that is true or not.

FUTURE IS BRIGHT

"I can speak from personal knowledge only of the situation in which the Reo Motor Car Company finds itself at this time.

"That situation, so far as I am able to judge either from our present business or our prospects for the immediate future, is excellent.

"August will have been the 'biggest month' in the volume of business done, in the history of this company. Only twice before in the

15 years we have been in the business have we shipped more automobiles during a single month than we shall have shipped this month—and on both of those earlier occasions the exceptionally heavy shipments were made possible by an accumulation of stock during the winter months. At no time since the war have we produced or sold as many cars and speed-wagons as this month.

"We have not the slightest doubt that our sales this month could

have been easily doubled if our production had permitted.

HEAVY DEMAND

"Our distributors have sent us their September specifications during the past week, and with those specifications before us, it is plain that we cannot hope to fill their requirements. Our distributors, with practically no exceptions, are asking for their full contract allotment of both cars and speed-wagons; and in many instances they are pleading for substantial increases. If September sales do not

exceed those of August by a substantial margin it will be only because we cannot increase our production as much as we should like to.

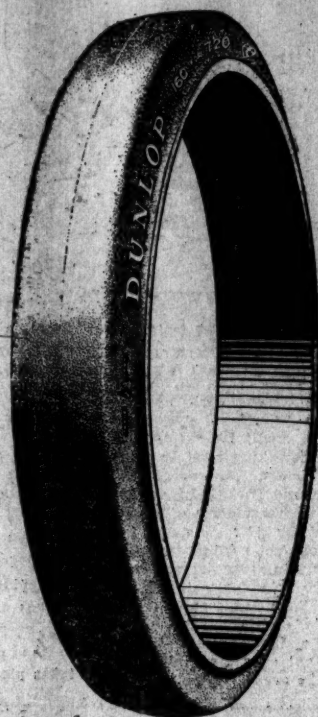
"We have more employees on our pay-roll now than at any previous time. Exclusive of our branches—which employ an additional 500 persons, approximately—we have now about 5,500 employees.

"I should not care to make any prediction as to what the future may hold. I may say, however, that we are highly gratified at the conditions which are reported

by our distributors from all parts of the country and are most optimistic concerning future business. It is particularly gratifying, at a time when many of the automobile factories are said to be curtailing production and reducing their working forces because of lack of demand for their products, that the demand for Reos should remain so insistent that we are striving to maintain maximum production, working all departments full time and many of them overtime."

SLIP CASES USEFUL

Truck drivers frequently lose the various delivery slips, transportation orders, etc., which they have to carry. If the slips are not actually lost they are usually so smudged by being carried in the pocket or under the seat as to be nearly illegible. It is an excellent idea to have a large metal case, large enough to hold the slips, attached to the dash, where the slips will be safe and yet easily reached as needed.



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China Press Sports

CONDUCTED BY DUDLEY BURROWS

SHANGHAI, SUNDAY OCTOBER 24, 1920



INTERPORT XI AGAIN BEATS STAY-AT-HOMES

Well Played Defensive Game, Following Brilliant Attack, Brings Victory

BROOK BATS FINELY

O'Hara And Robertson, For "The Rest," Do Nice Work With The Ball

By "Boundary"

The Shanghai Interport XI administered a crushing defeat to the team representing "The Rest of Shanghai" on the Cricket Club's ground yesterday afternoon, winning by the convincing margin of 104 runs.

The match was the last of the season, inasmuch as the Interport XI leave for Hongkong on Sunday next by the Empress of Japan.

We take this opportunity of wishing them the best of luck, and may they uphold the best traditions of Shanghai cricket, and bring back the coveted flag.

If yesterday's game is any criterion we may look forward to the Interport series in Hongkong with every confidence, the more pleasing part of which was the excellent showing of the "fall" end, LEACH BATTLED WELL.

For once Ollerdesen failed, but Wainwright held the fort and Leach assisted in capital style, the latter's 32 being the result of very fine cricket against very fine bowling.

Things looked dismal for the chosen representatives of the Model Settlement when half the side were out for 80, due principally to sensational bowling by "Johnny" Robertson—the Canny Falkirk batsman—and to the wicket-destroying wiles of "Doc" O'Hara.

Barnes, too, behind the sticks, was in good fettle, stumping Piercy and Allison and catching Wainwright. Brook and Cobb added 69 runs for the 9th wicket, Brook playing classy cricket.

SCORE NOT TOO BAD

The innings closed at 3 p.m. for the respectable score of 302 runs, considering the state of the wicket, which had been watered erroneously during the morning.

"Doc" O'Hara was the most successful bowler, capturing six scalps for 58 notches, Robertson and Billings had two apiece for 32 and 45 runs respectively.

The "Rees" commenced their innings at 3:30 p.m., with Hayward and Pearson in possession, the former was the first to go, being bowled off his pads with the score at 14, he having contributed the total amount.

Muriel joined Pearson, only to see that promising young player play a ball from Allison on to his wicket, 2 for 29.

GAVE UP, GHOST

After that only Muriel, O'Hara and Barnes offered any resistance to the Interport trundlers, the innings closing for 98 runs.

Special mention must be made of the splendid catches made by Dr. Morris, Ollerdesen and Leach.

Messrs. "Joek" Cameron and C. E. M. Thomson umpired, to everybody's satisfaction.

The scores were:

Interport XI			
K. B. Ollerdesen, b. Robertson	4		
D. W. Leach, c. Billings, b. O'Hara	32		
C. E. Spencer, b. Robertson	14		
A. E. Piercy, c. Barnes, b. O'Hara	6		
W. C. O. Clifford, b. O'Hara	19		
F. L. Morris, c. and b. O'Hara	2		
F. L. Wainwright, c. Barnes, b. O'Hara	42		
C. Brook, b. O'Hara	26		
P. H. Cobb, c. Tribe, b. Billings	27		
R. Grimshaw, not out	0		
Extras	6		
Total	302		
Bowling Analysis			
O. M. R. W.			
Dr. W. E. O'Hara	27.1	2	58
J. Robertson	10	1	32
G. M. Billings	19	4	65
R. W. Tribe	2	1	11
Extras			
A. W. Hayward, b. Allison	14		
J. M. Pearson, b. Allison	5		
H. E. Muriel, c. and b. Cobb	27		
J. Robertson, b. Wainwright	0		
E. G. Norman, c. Brook, b. Wainwright	0		
Dr. W. E. O'Hara, c. and b. Leach	27		
G. M. Billings, c. Morris, b. Cobb	1		
E. G. Barnes, c. Leach, b. Cobb	14		
R. W. Tribe, b. Spencer	0		
E. W. Duthoit, c. Ollerdesen, b. Spencer	2		
B. Lawrie-Smith, not out	7		
Extras	1		
Total	98		
O. M. R. W.			
H. W. Allison	8	1	30
F. L. Wainwright	5	17	2
P. H. Cobb	9.3	1	30
D. W. Leach	4	1	6
Rev. C. E. Spencer	3	14	2

SPORT AND STAGE

BY DOMINO

RHYMES OF THE TIMES

The modern young man and woman have been coming in for a good deal of newspaper censure of late, and it is the very staid Morning Post (London) that has been doling out the "Hate." The matter of fact ways of modern lovers for instance have been contrasted unfavorably with those of bygone ages. That bright and snappy little weekly London Opinion has flown to verse adequately to express itself on the subject.

My Molly, when grandpa wooed
In distant and far away days,
He vented his amorous mood
In a wealth of poetical phrase.
Reality offered no bar
To giving his fancy its wings,
And he called her an angel, a
fairly, a star
And similar things.

'Twas thus he behaved though he
knew,
Or ever he quitted his teens,
No fairy goes seven stone two,
No angel affects crinolines,
But were such mendacity mine
You would, most sincerely I
trust,
Turn coldly away, and esteem it
a sign
Of harm on the crust.

Our age has grown matter-of-
fact;
But still my affection for you,
In spite of the fervor it
lacked,
Believe me is equally true;
And if which I cannot believe
On speech that is "flowery" you're
keen,
Remember, beloved, last Satur-
day eve
I called you "old bean."

THE BANDMAN COMPANY

Another week has passed and still the Bandman Company is attracting excellent houses and giving tip-top satisfaction. The coming week will see them in yet another three plays, all of which are new to the local playgoer.

On Tuesday and Wednesday the piece will be "A Voice from the Minaret" which made a tremendous impression when it was produced recently. It gives scope for some wonderful scenic effects as well as for strong acting. The characters are all finely drawn and I feel pretty sure that the players who are at present pleasing us so well will give the play a sincere interpretation.

"Caesar's Wife" is a clever comedy which had quite a long run in London. I saw Aubrey Smith, Miss Fay Compton and Miss Mary Moore in the principal parts. It has a particularly interesting plot and deals with the "eternal triangle." The scenes are set in Egypt. "Good-Night Nurse" is billed for the company's farewell performance. I know nothing whatever about the play but from reports it is evidently a breezy little affair which is admirably suited to a Saturday night house.

THE BELLE OF NEW YORK

In about three weeks from this moment the A. D. C. will present that famous old classic "The Belle of New York." A big crowd is rehearsing daily and reports as to progress are all first class. It has already been mentioned in these columns that the cast is as strong as the A. D. C. has ever had. Mr. E. M. Lemiere, who has done such excellent work with both the English and French amateurs can be safely relied upon to give the public a fine performance. He is very lucky in having Mr. Jack Raynes at the piano and at his elbow whenever he wants a word of advice about details. Jack Raynes knows "The Belle" as well as he knows the notes on the piano. He was with the original company which gave "The Belle" her brilliant first appearance in America and besides musically directing the piece has also acted, at one time or another, every male part in the comedy-opera. There is an enormous amount of detail work necessary for a show of this kind, and here again the Club is lucky in having so experienced a hard worker as Will Warren. His name will readily come to the minds of players as the author and producer of that successful pantomime "An Baba." May the best of luck attend "The Belle of New York."

Reports continue to arrive telling of the excellence of the "Waring Company" which is due at the Lyceum Theater later on. Mr. Waring, I hear, has left the company temporarily in the hands of the well known London actor, Quartegmain. Waring ought to be in London by this time sorting out suitable material

Sports Calendar

(Please send all dates of coming events in the sports world to us, in order that the public may be informed).

TODAY

Regatta—Rowing Regatta (second day) at Henli.

SATURDAY, OCT. 30th

Racing—International Racing Club, Kiangwan, St. Leger Stakes.

Athletic Meet—Under auspices Police Athletic Club, Recreation Grounds.

Football—St. Xavier's vs. St. John's Univ. (Details later)

THURSDAY, FRI. NOV. 4-5th

Cricket—Shanghai at Hongkong; Tri-port championships.

MONDAY, NOV. 8th

Racing—Autumn Meet, Shanghai Race Club.

Cricket—Shanghai at Hongkong; Tri-port championships.

Tennis—Hard-court open tournament, Cercle Sportif Francaise.

TUESDAY, NOV. 9th

Racing—Autumn Meet, Shanghai Race Club.

Cricket—Shanghai at Hongkong; Tri-port championships.

Tennis—Hard-court open tournament, Cercle Sportif Francaise.

WEDNESDAY, NOV. 10th

Racing—Autumn Meet, Shanghai Race Club.

Cricket—Shanghai at Hongkong; Tri-port championships.

Tennis—Shanghai at Hongkong; Interport championships.

Hard-court finals, Cercle Sportif Francaise.

SATURDAY, NOV. 13th

Racing—Autumn Meet, Shanghai Race Club.

Cricket—Shanghai at Hongkong; Tri-port championships.

Tennis—Shanghai at Hongkong; Interport championships.

Hard-court finals, Cercle Sportif Francaise.

PERFECT WEATHER MARKS OPENING OF REGATTA AT HENLI; FINE PROGRAM

Oarsmen Vie With One Another For Praises Of "Small But Select" Gathering Of Water Sportsmen And Their Fair Companions

Fairer weather that that which was vouchsafed yesterday for the opening of the Shanghai Rowing Club's Autumn Regatta at Henli could not well have been desired either by the oarsmen or the spectators.

The misgivings aroused by the little dash of rain which fell in Shanghai on Friday afternoon fortunately proved unfounded, and a glorious day for a regatta was enjoyed to the full by those who travelled up to Henli. Brilliant sunshine was tempered by a pleasant breeze which blew across the course on the famed Hsinyangkong reach.

The scene as one detrained at Henli was a festive one. The railway bridge across the creek had been plentifully decorated with flags and a profusion of bunting, while most of the houseboats which were moored on either side of the creek were also in "dressed ship" regalia.

The Shanghai Nanking Railway authorities, as customarily, lent their whole hearted assistance to the function, which naturally is largely dependent for its success on their co-operation. This year, also, the Committee obtained the advantage of the specialised organisation of Messrs. Thos. Cook and Son, who took care of the seating accommodation on the trains, with the result that everyone was satisfied, there being room and to spare on both the 12:30 and the 12:45 specials.

FINE MOTOR CRAFT

Though the houseboat moorings were fewer than usual, there were a number of handsome motor craft of varying designs scudding up and down the course, followed with interest by the spectators before the actual races began.

The officials responsible for the afternoon's successful function were:

Umpire—W. J. Grey.
Judges—J. W. Stavers, C. J. Scott.
Starters—D. E. M. Drummond, W. G. Smith.
Timekeeper—J. R. Harder.
Clerks of the Course—T. H. Suffer, T. C. Britton.
Press Official—R. W. MacCabe.
Pontoon Official—T. A. Spedding, B. A. Andersen.
Committees—W. J. Brown, Captain; E. A. Erlerson, Vice-Captain; J. J. Evans, Hon. Secretary; T. A. Spedding, Hon. Treasurer; B. A. Andersen, D. H. Cooke, J. R. Harder, H. P. B. Jones, F. W. Schlobohm, T. R. MacDonald, E.

England's Cricket Team Quarantined On Typhus Vessel

(Reuter's Service)

Perth, October 22.—Owing to there being a case of Typhus on board the Osterley, which is conveying the All-England cricket team to Australia, the ship has been quarantined.

The M.C.C. team were not allowed to disembark and the Perth match has therefore been abandoned.

The Osterley sails for Adelaide today.

Muller, T. W. R. Wilson, Asst. Secretary.

The summary of yesterday's results reads as follows:

Heat 1.

TUB SCULLS

E. T. Nash 137 lbs.—1

E. Buss 136 lbs.—0

Heat 2.—Mr. M. Woodfield 197 lbs. a bye.

HONG FOURS

Arnhold Bros. 1

E. Wo 0

GRIFPIN PAIRS

Atkinson's pair 1

Rasmussen 2

Rowson 3

Furmann 4

SCULLING CHAMPIONSHIP

B. A. Andersen 1

E. Borge 0

JUNIOR FOURS

R. L. Evans' four 1

J. Krygman's four 0

STYLE COMPETITION FOR GRIFPIN FOURS

H. A. Atkinson's four 1

(Continued on Page 2)

Biggest Entry List For Police Sports Tourney



SADARA SINGH

This doughty East Indian member of the Settlement police force is said to be developing into a serious contender for the shotput event on the big sports program scheduled to be held next Saturday afternoon at the Public Recreation Ground.

It is reported that Sadara Singh is tossing the steel pellet considerably further than 35 feet in his practice trials.

Exciting Competition By Large Number Of Athletes Is Expected In Interesting Program Of Events On Recreation Ground Next Saturday Afternoon

A big throng of sport devotees will undoubtedly assemble at the Public Recreation Ground next Saturday afternoon to see the annual police sports program. The largest entry list in the history of these tournaments has been secured by the committee, 118 men having signified their intention of participating in one or more of the events on the program.

These athletes have all been in conscientious training at Hongkew Park and other places for the past several weeks and are reported, generally, to be in the very pink of condition. This means that exciting contests may be looked for in almost every trial on the list.

Great interest attaches to the 100-yard Shanghai open championship, for which THE CHINA PRESS is offering a new silver cup, the trophy having been won outright last year by "Tommy" Main, who is now on home leave in England.

Marshal of the "Rees," Roneman of the Harriers, and Sereokin are reported to be going great guns in preparation for this event and may be expected to put up a mighty struggle for the first "leg" on the new cup.

THIRTY EVENTS

There are thirty events on the program, as follows: (1) Throwing Cricket Ball, (2) Back Race, (3) Chinese Relay Race, (4) Sikhs' Foot Race, (5) 16-pound Shot Put, (6) Long Jump, open handicap (7) 16-pound hammer throw, (8) Mile walk, open handicap (9) 100-yard championship, heats, (10) Medicine ball, (11) Children's Race, Police, (12) 100-yard handicap, finals (13) 440-yard handicap, boys under 16, (14) 120-yard hurdles, (15) 220-yard open.

(16) Mile open, handicap, (17) Catch-the-leaf race, (18) 220-yard championship, (19) Tent-pegging, (20) 120-yard police handicap, (21) Japanese display, (22) 850-yard handicap, (23) 440-yard police handicap, (24) Chinese display, (25) 440-yard championship, (26) 100-yard special handicap, (27) 120-yard consolation race, Police (28) Mile relay, (29) Donkey race, (30) Football matches.

MUST RUN HEATS

In most of the racing events there are so many entrants that heats will have to be run. Some of these—the hurdles, 220-yard open, 120-yard Police handicap and 440-yard race for schoolboys—will be run off next Thursday afternoon, the finals being contested on Saturday.

Sergeants F. A. Treacher and J. S. Quayle, the indefatigable Honorary

ST. XAVIER'S IS WINNER AT NANYANG

Takes Football Game From Collegians By Odd Goal—Losers Play Well

"RECS" DEFEAT NAVY, 4-1

Fast Contests Mark Beginning Of Soccer Season On Local Grounds

Yesterday afternoon, down at Nanyang College, the Football team of that institution fell to St. Xavier's by the odd goal in three. A large gathering of students was on the touchlines, cheering their representatives; who, considering that this was their first game, put up an exceptionally good fight.

On the stroke of three the teams were called to order by Mr. R. Jones, the Xaviers having a slight advantage as their opponents were put facing the sun. Right from start, the Nanyang boys were forced on the defensive but the visitors were unable to pierce the citadel, which was ably defended.

The visitors drew first blood when Read, after finessing with the ball a few yards, sent it to Silva; who, in turn, made a dash all on his own, taking the ball right into the net. Much mid-field play was then witnessed, with the homesters having a better part of the play.

A pretty run-down by the Nanyang right winger saw him drop a beauty in front of goal, but the center-forward was robbed of the chance to score when Favacho managed to snatch the ball from him at a critical moment. Half-time arrived shortly after, with the visitors crossing over with a lead of one clear goal.

VISITORS FACED SUN

On the resumption of the second half the sun had the visitors in a very bad state. Nevertheless, they kept the ball in the homesters' half. Several chances of scoring by the Xavier forwards were thrown to the winds, for they would insist on taking the ball right through.

From a goal kick the inside-left of the homesters carried the ball right into the opposing penalty area and, from a scrumage, Johnson accidentally handled the ball, with the result that the penalty was awarded which materialised into a score by Nanyang.

Heavy knocks were exchanged and as the game drew near the end and the visitors seemed to get together more.

Oliveiros, securing the ball from the opposing center-forward, sent it to Gutierrez, who dropped a pretty center to which Silva put the finishing touches by placing his team two up.

The homesters tried time and again to equalise, but Garry, the goalie, was up to the occasion.

NANYANG SHOWED WELL

Taking the game on the whole the Nanyang boys showed better combination and with a few more practice games will certainly be in great form for the Championship this season. For the visitors, Silva and Gutierrez, in the forward line were the pick, while in the defense Encarnacao, ably assisted by Oliveiros, Johnson and Witsack, worked like trojans. Mr. Jones refereed the game to the satisfaction of both players and spectators.

"RECS" DEFEAT NAVY

Out at the "Rees" ground, in the presence of a big gathering, the club eleven had its first trial of the season, against a good team representing the Navy. The play was extremely fast, considering the day and the comparative lack of team practice by either side, the "Rees" taking the struggle by a score of four goals to one.

The Rees scored first, after a pretty run-down in which several of the team took part; but the Navy came right back and evened things up by consistent playing. Just before the whistle blew the "Rees" shot another goal past the Navy guardian.

The Navy did not have a chance in the second half, being literally played off their feet by their slighter adversaries, who kept the ball in the enemy country practically all through the period. It was a splendid exhibition for a first-of-season match and the two elevens will probably do much better as time goes on.

ST. JOHN'S-POLICE TIE

The football team of St. John's University, playing its first game of the season, yesterday held the Shanghai Police team to a 1-1 draw, on the school's grounds.

The game was brilliantly played throughout, despite the fact that St. John's has had only a short time for practice.

Police Will Give All Surplus Funds To Famine Relief

An effort is being made, by the police, it was learned yesterday, to secure permission to make a nominal charge for admission to the big police sports tourney at the Public Recreation Ground next Saturday afternoon.

In case permission is granted the Police will donate all of the money collected, save only enough to pay the expenses of the tournament, to the North China Famine Relief Fund.

The matter is being considered by the proper authorities.

Secretaries, are busily at work on the big program and announce that the meet, if the weather continues fine, should be the biggest thing of the kind in the history of Shanghai Police athletics.

The following is a complete list of the competitors for the day:

1. S. M. Perry
2. S. C. Aldegruer
3. G. Bowas
4. K. W. Tribe
5. E. J. Cooke
6. W. Lent
7. B. H. Munson
8. G. A. Koha
9. T. S. Hse
10. J. K. Raymond
11. W. O. Calder
12. Norman Webb
13. E. M. Lovelock
14. V. A. d'Aquilar
15. C. E. Beale

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Comic Picture Section

Sunday, October 24th, 1920

Bringing Up Father

